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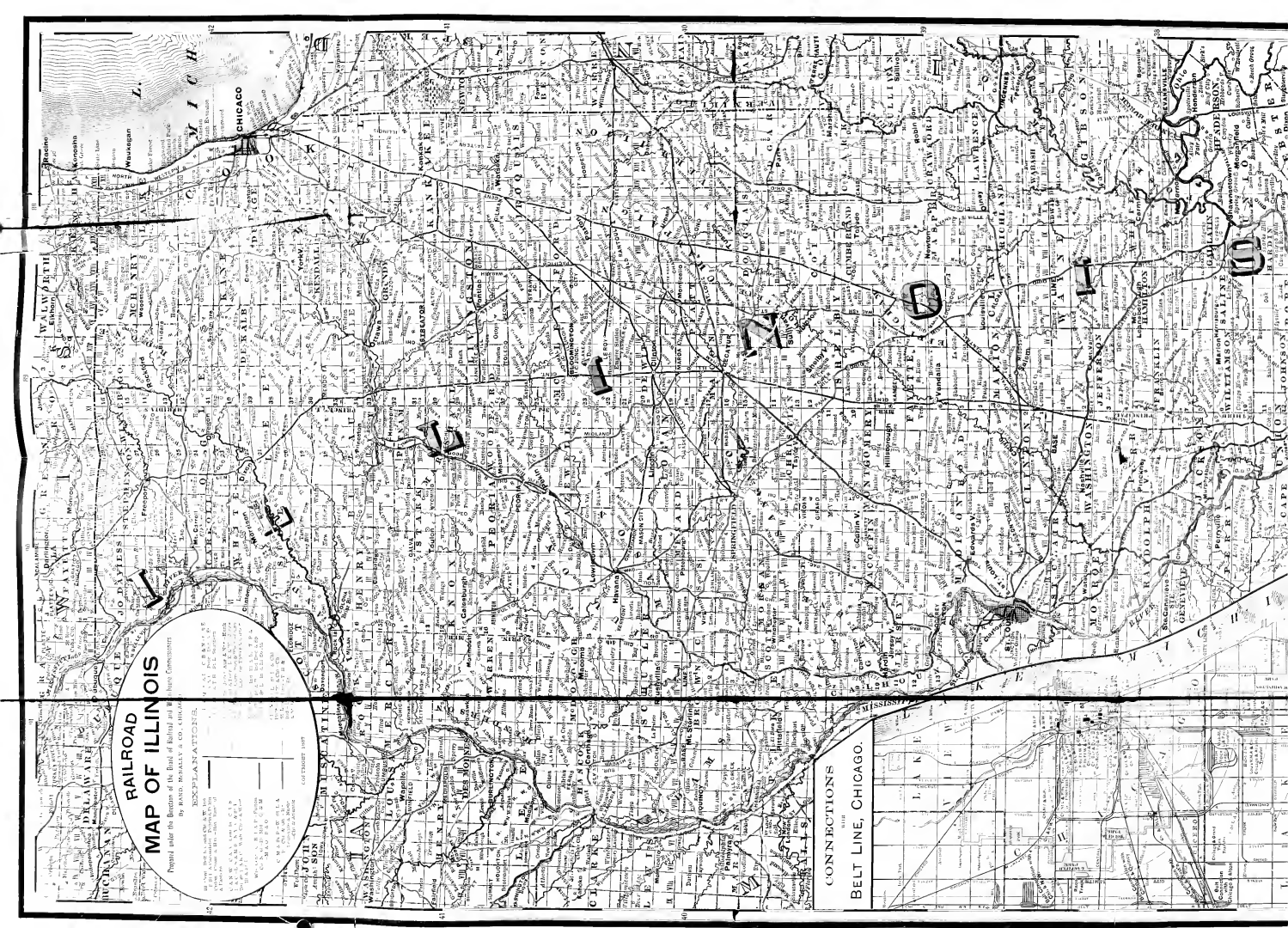


RAILROAD MAP OF ILLINOIS

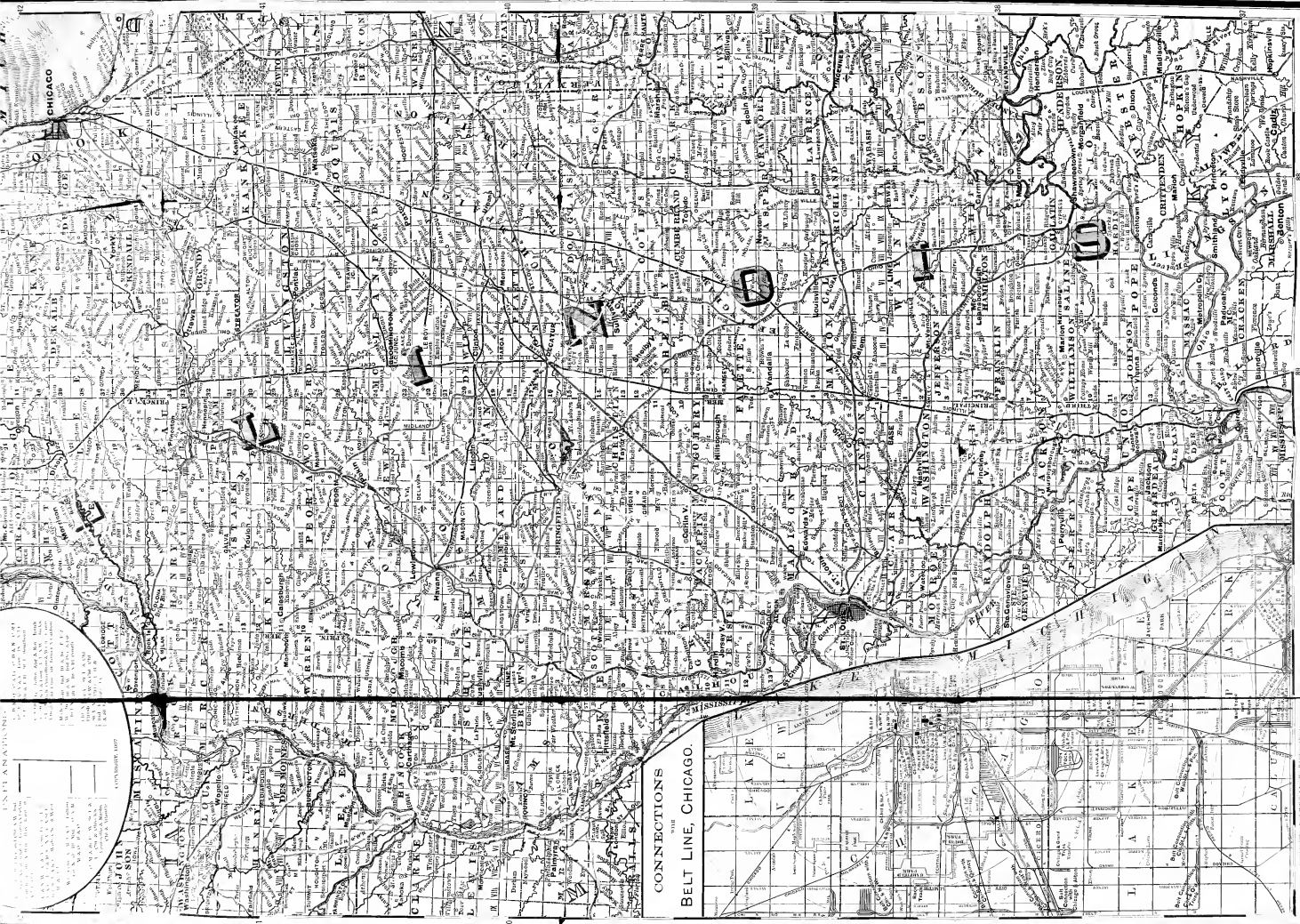
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CONNECTIONS
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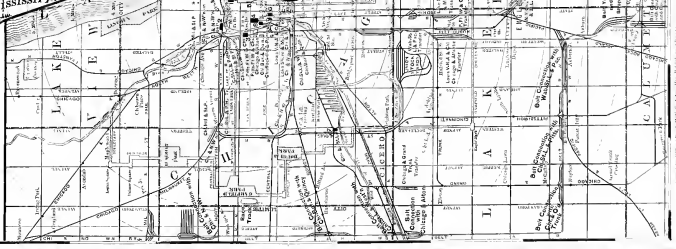


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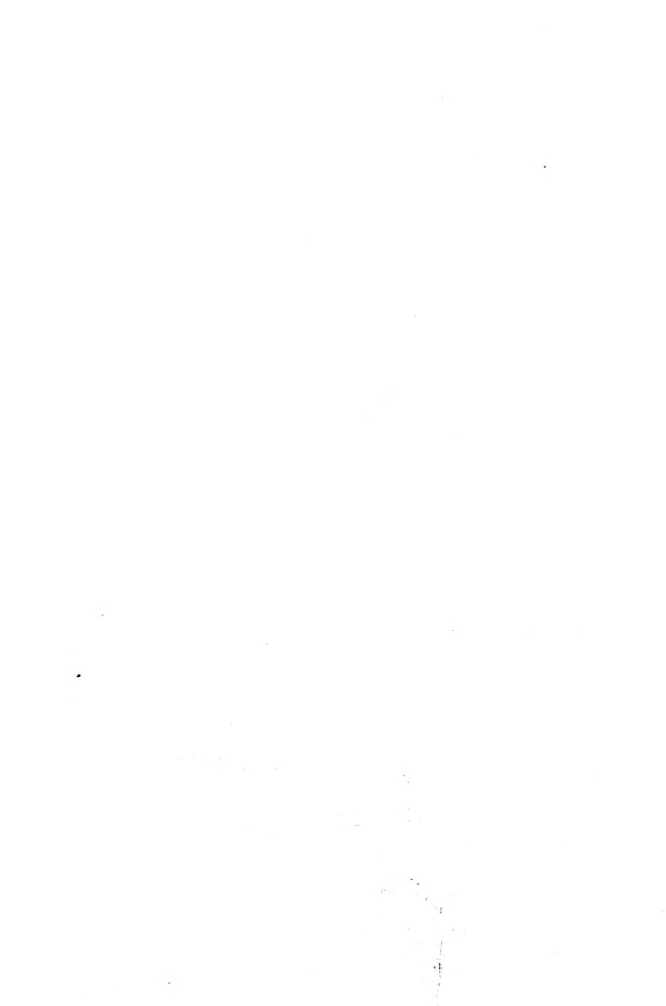


CONNECTIONS

BELT LINE, CHICAGO.







SIXTEENTH ANNUAL REPORT

OF THE

RAILROAD AND WAREHOUSE COMMISSION

OF ILLINOIS.

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N. D. MUNSON, *Secretary.*

SPRINGFIELD, ILL.:

H. W. ROKKER, PRINTER AND BINDER

1887.

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SIXTEENTH ANNUAL REPORT

OF THE

RAILROAD AND WAREHOUSE COMMISSION

OF ILLINOIS.

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RAILROADS, FOR THE YEAR ENDING JUNE 30, 1886.

GRAIN INSPECTION, OCTOBER 31, 1886.

OFFICE, DECEMBER 1, 1886.

COMMISSIONERS.

JOHN I. RINAKER, CARLINVILLE, *Chairman.*

BENJAMIN F. MARSH, WARSAW.

WILLIAM T. JOHNSON, CHICAGO.

N. D. MUNSON, *Secretary.*

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1887.

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SIXTEENTH ANNUAL REPORT.

STATE OF ILLINOIS,
OFFICE RAILROAD AND WAREHOUSE COMMISSION,
SPRINGFIELD, December 1, 1886.

To the HON. RICHARD J. OGLESBY, Governor of Illinois:

As required by law, we have the honor to submit the following as the sixteenth annual report of the Railroad and Warehouse Commission, showing the number and names of railroads being operated within the State of Illinois, and the capital stock, debt, general traffic, earnings, operating expenses, etc., for the year ending June 30, 1886, together with the returns made by the railroad companies to this office, and tabular statements made therefrom, etc.

ANNUAL REPORTS.

Reports have been received by this Board from all of the railroads operated within the State of Illinois.

The fifty-eight companies having made annual reports, are the following:

Baltimore and Ohio and Chicago.
Belt Railway of Chicago.
Cairo, Vincennes and Chicago.
Central Iowa.
Champaign and Havana.
Chicago and Alton.
Chicago and Atlantic.
Chicago, Burlington and Quincy.
Chicago and Eastern Illinois.
Chicago and Grand Trunk.
Chicago and Iowa.
Chicago, Milwaukee and St. Paul.
Chicago and Northwestern.
Chicago and St. Louis.
Chicago and Ohio River.
Chicago, Rock Island and Pacific.
Chicago, St. Louis and Pittsburg.
Chicago and Western.
Chicago and Western Indiana.
Cincinnati, Indianapolis, St. Louis and Chicago.

East St. Louis and Carondelet.
 East St. Louis Connecting.
 Fulton County Narrow Gauge.
 Grand Tower and Carbondale.
 Grand Trunk Junction.
 Havana, Rantoul and Eastern.
 Illinois Central.
 Illinois Midland.
 Illinois and St. Louis Railroad and Coal Company.
 Indiana, Bloomington and Western.
 Indiana, Illinois and Iowa.
 Indiana and Illinois Southern.
 Indianapolis and St. Louis.
 Indianapolis, Decatur and Springfield.
 Jacksonville Southeastern.
 Kankakee and Seneca.
 Lake Erie and Western.
 Lake Shore and Michigan Southern.
 Louisville, Evansville and St. Louis.
 Litchfield, Carrollton and Western.
 Michigan Central.
 Mobile and Ohio.
 Moline and Southeastern Narrow Gauge.
 New York, Chicago and St. Louis.
 Ohio and Mississippi.
 Pennsylvania Company.
 Peoria, Decatur and Evansville.
 Peoria and Pekin Union.
 Rock Island and Peoria.
 St. Louis, Alton and Terre Haute.
 St. Louis Coal Railroad Company.
 St. Louis, Rock Island and Chicago.
 Southeast and St. Louis.
 Terre Haute and Indianapolis.
 Toledo, St. Louis and Kansas City.
 Toledo, Peoria and Western.
 Wabash, St. Louis and Pacific.
 Wabash, Chester and Western.

From these reports are collected, and arranged in the tables hereto attached, numbered one to fifteen inclusive, among others, the following important facts, namely:

| | |
|--|-----------------|
| The aggregate number of miles of railroad in Illinois, including main line and branches, is..... | 9,444.44 miles. |
| Of double track..... | 548.25 " |
| Of side track..... | 1,832.54 " |

Total mileage of railroads in Illinois.....11,825.03 miles.

(For increase of mileage since last report see Table 1. and construction report.)

The entire length of railroads reporting to this Board, including main line, branches, leased lines, double track and sidings, is 36,493.28 miles.

The following table shows the number of miles of railroads within eleven of the States of the Union having the greatest number of miles of railroad:

| | |
|-------------------|-------------|
| Illinois..... | 9,444 miles |
| Iowa..... | 7,907 " |
| Pennsylvania..... | 7,811 " |
| New York..... | 7,466 " |
| Ohio..... | 7,402 " |
| Texas..... | 7,232 " |
| Kansas..... | 6,004 " |
| Indiana..... | 5,600 " |
| Michigan..... | 5,468 " |
| Missouri..... | 5,001 " |
| Minnesota..... | 4,918 " |

CAPITAL STOCK.

The capital stock of the fifty-three railroad companies so reporting to this Board this year is \$714,133,228.19, being an increase over that of last year of \$31,081,833.73.

INDEBTEDNESS OF RAILROADS.

| | |
|---|--------------------|
| The total amount of the funded debts of all the railroad companies reporting to this Board is.... | \$753,184,555.54 |
| Amount of floating debts..... | 50,366,270.63 |
| Aggregate, capital stock, bonded and floating debts, is..... | \$1,517,684,054.36 |

COST OF CONSTRUCTION AND EQUIPMENT.

| | |
|--|--------------------|
| The aggregate cost of construction and equipment is..... | \$1,467,317,783.73 |
|--|--------------------|

The income of all railroads reporting to this Board for the year ending June 30, is as follows:

| | |
|-------------------------|------------------|
| From passengers..... | \$57,320,355.91 |
| From freight..... | 135,330,218.99 |
| From other sources..... | 6,299,599.86 |
| Total..... | \$198,950,174.76 |

Which result as compared with 1885, is a diminution in earnings of the railroad companies so reporting of \$173,159.54.

(The above total does not include the earnings of the Chicago, Burlington and Quincy Railroad west of the Missouri River, the earnings of the Illinois Central Land Office in New York, and the income from investments of the Southeast and St. Louis Railroad.)

East St. Louis and Carondelet.
 East St. Louis Connecting.
 Fulton County Narrow Gauge.
 Grand Tower and Carbondale.
 Grand Trunk Junction.
 Havana, Rantoul and Eastern.
 Illinois Central.
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| | | |
|-------------------|-------|-------|
| Illinois..... | 9,444 | miles |
| Iowa..... | 7,907 | " |
| Pennsylvania..... | 7,811 | " |
| New York..... | 7,466 | " |
| Ohio..... | 7,402 | " |
| Texas..... | 7,232 | " |
| Kansas..... | 6,004 | " |
| Indiana..... | 5,600 | " |
| Michigan..... | 5,468 | " |
| Missouri..... | 5,004 | " |
| Minnesota..... | 4,918 | " |

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(The above total does not include the earnings of the Chicago, Burlington and Quincy Railroad west of the Missouri River, the earnings of the Illinois Central Land Office in New York, and the income from investments of the Southeast and St. Louis Railroad.)

The following table shows the earnings, gain and loss from previous years, and the per cent. of increase and loss for the last six years:

| For year ending June 30. | Gross Earnings. | Gain and Loss from Previous Years. | Per cent. of Increase and Loss. |
|--------------------------|-----------------|------------------------------------|---------------------------------|
| 1881..... | \$176,073,250 | Gain: \$36,923,575 | Gain: 26 |
| 1882..... | 189,352,978 | Gain: 13,279,728 | Gain: 7½ |
| 1883..... | 214,146,915 | Gain: 24,793,937 | Gain: 11½ |
| 1884..... | 210,228,068 | Loss: 3,918,846 | Loss: 1.86 |
| 1885..... | 199,123,334 | Loss: 11,104,734 | Loss: 5.28 |
| 1886..... | 198,950,171 | Loss: 173,159 | Loss: .86 |

The following table shows the total passenger and freight earnings for the last six years:

| For the year ending June 30. | Passenger Earnings. | Freight Earnings. |
|------------------------------|---------------------|-------------------|
| 1881..... | \$43,010,829 | \$125,355,099 |
| 1882..... | 52,782,992 | 126,767,839 |
| 1883..... | 59,365,804 | 138,077,180 |
| 1884..... | 61,390,172 | 143,062,033 |
| 1885..... | 58,334,881 | 136,148,198 |
| 1886..... | 57,320,355 | 135,330,218 |

EARNINGS IN ILLINOIS.

The gross earnings for Illinois business for the year ending June 30, 1886, is \$55,677,351.06, of which \$15,316,104.46 is from passengers, \$37,523,417.63 is from freight, and \$2,837,328.97 is from other sources. These figures show a decrease from that of last year's business of \$1,283,613.10.

The total operating expenses and taxes paid in Illinois during the year was \$35,561,452.58.

The gross receipts from Illinois business for the year ending June 30, after deducting operating expenses and taxes paid, is \$20,115,898.48.

Forty-nine roads reporting show an aggregate gross profit of \$20,136,241.92, and four roads show an aggregate gross loss of \$20,343.41.

OPERATING EXPENSES AND TAXES.

The aggregate operating expenses and taxes (whole line) for the year ending June 30, was \$133,433,562.85.

The following table shows the payments for operating expenses and taxes for the last three years:

| | 1881 | 1885 | 1886 |
|-------------------------|------------------|------------------|------------------|
| Operating expenses..... | \$128,880,114.70 | \$130,168,217.05 | \$126,595,881.96 |
| Taxes..... | 5,818,759.51 | 6,380,707.92 | 6,837,680.95 |
| Total..... | \$134,718,874.21 | \$136,548,924.97 | \$133,433,562.85 |

Table VIII shows that the total gross income of all the railroad corporations, including the earnings of the Chicago, Burlington and Quincy railroad west of the Missouri River, the earnings of the Illinois Central land office in New York, and the income from investments of the Southeast and St. Louis Railroad, is \$209,685,210.80. The amount of operating expenses is \$126,525,881.90. Taxes, \$6,837,680 95. Interest on funded debt, \$29,975,056.12. Interest on unfunded debt, \$1,062,213.59. Rentals and extraordinary expenses, etc., \$8,811,822.92.

Leaving a net income applicable to dividends for thirty-six roads (not including the Toledo, St. Louis and Kansas City) of \$28,755,-879.02; and a net deficit for fifteen roads of \$2,795,875.61.

Eleven corporations paid dividends during the year ending June 30th, amounting to \$19,480,914.96; while in 1885 ten corporations paid dividends amounting to \$20,175,311.86; and in 1834 twelve corporations paid dividends amounting to \$23,736,708.60.

The following table shows the comparative rates and amounts of dividends for the years ending June 30, 1885, and June 30, 1886:

| None of Company. | 1885. | Percent on common. | Percent on preferred. | 1886. | Percent on common. | Percent on preferred. |
|--|-----------------|--------------------|-----------------------|-----------------|--------------------|-----------------------|
| Chicago and Alton | \$1,406,174 00 | 8 | 8 | \$1,407,104 00 | 8 | 8 |
| Chicago, Burlington and Quincy | 5,838,596 00 | 8 | | 6,110,652 00 | 8 | |
| Chicago and Eastern Illinois | | | | 75,000 00 | 12½ | |
| Chicago, Milwaukee and St. Paul | 2,703,081 86 | 5 | | 2,878,078 00 | 5½ | |
| Chicago and Northwestern | 3,981,348 50 | 7 | | 3,444,504 00 | 6 | 7 |
| Chicago, Rock Island and Pacific | 2,937,186 00 | 7 | | 2,937,186 00 | 7 | |
| Cincinnati, Indianapolis, St. Louis & Chic. Illinois Central | 210,000 00 | | | 210,000 00 | 3 | |
| Lake Shore and Michigan Southern | 2,320,000 00 | 8 | | 2,175,000 00 | 7½ | |
| Peoria and Pekin Union | 795,347 50 | 1½ | | | | |
| Rock Island and Mercer County | | | | 44,970 00 | 3 | |
| Rock Island and Peoria | 75,000 00 | 5 | | 75,000 00 | 5 | |
| St. Louis, Alton and Terre Haute | 111,078 00 | | 4½ | 125,420 00 | | 5 |
| Total | \$20,175,311 86 | | | \$19,480,914 00 | | |

PASSENGER TRAFFIC.

The total number of passengers carried by the roads reporting was 55,525,599, of which 16,904,476½ were through passengers, and 38,621,122½ were local passengers.

Of the local passengers, 12,749,559 were carried in Illinois.

The average receipts per passenger per mile was 2.37 cents.

FREIGHT TRAFFIC.

The total number of tons of freight carried on all the roads so reporting was 89,277,623; of which 43,239,623 tons were through freight, and 46,038,274 were local freight.

The following table shows the comparative number of tons carried by the leading Illinois roads during the years 1885 and 1886:

| Name of Company. | Whole Line. | | In Illinois. | |
|---------------------------------------|-------------|------------|--------------|------------|
| | 1885. | 1886. | 1885. | 1886. |
| Chicago and Alton..... | 3,636,858 | 3,567,883 | 3,002,096 | 3,917,855 |
| Chicago, Burlington and Quincy..... | 7,457,137 | 5,612,888 | 4,703,524 | 4,412,121 |
| Chicago and Eastern Illinois..... | 1,342,346 | 1,423,808 | 1,276,831 | 1,364,165 |
| Chicago, Milwaukee and St. Paul..... | 6,325,310 | 6,549,004 | 1,416,097 | 1,501,236 |
| Chicago and Northwestern..... | 8,252,743 | 8,519,355 | 4,970,563 | 4,765,131 |
| Chicago, Rock Island and Pacific..... | 3,610,096 | 3,553,441 | 2,793,213 | 2,643,368 |
| Illinois Central..... | 3,413,738 | 3,653,878 | 2,397,001 | 2,583,226 |
| Indiana, Bloomington and Western..... | 1,213,559 | 2,514,301 | 1,230,814 | 1,366,822 |
| Indianapolis and St. Louis..... | 1,491,011 | 1,453,966 | 1,042,819 | 1,014,870 |
| Lake Erie and Western..... | 739,952 | 687,188 | 154,945 | 143,897 |
| Lake Shore and Michigan Southern..... | 7,502,749 | 7,857,368 | 1,743,435 | 1,787,867 |
| Peoria, Decatur and Evansville..... | 431,687 | 479,430 | 431,687 | 320,397 |
| Terre Haute and Indianapolis..... | 1,152,543 | 790,122 | 1,152,543 | 546,684 |
| Southeast and St. Louis..... | 8,126,834 | 8,078,073 | 623,039 | Not given. |
| Wabash, St. Louis and Pacific..... | 6,285,264 | 5,263,945 | 2,497,716 | 1,988,949 |
| Total..... | 61,014,827 | 59,904,920 | 29,436,323 | 27,456,518 |

Average Passenger and Traffic Earnings Per Mile of the Leading Roads in Illinois (Whole Line).

| Name of Company. | Passenger. | Freight. |
|---------------------------------------|------------|------------|
| Chicago and Alton..... | \$2,976 94 | \$6,234 74 |
| Chicago, Burlington and Quincy..... | 2,479 72 | 6,600 52 |
| Chicago and Eastern Illinois..... | 1,484 86 | 5,461 55 |
| Chicago, Milwaukee and St. Paul..... | 1,422 79 | 3,442 26 |
| Chicago and Northwestern..... | 1,672 51 | 1,513 62 |
| Chicago, Rock Island and Pacific..... | 2,504 32 | 5,607 67 |
| Illinois Central..... | 1,514 25 | 3,963 13 |
| Indiana, Bloomington and Western..... | 1,725 31 | 2,960 61 |
| Peoria, Decatur and Evansville..... | 703 00 | 2,233 47 |
| Southeast and St. Louis..... | 2,040 31 | 1,270 28 |
| Terre Haute and Indianapolis..... | 3,702 13 | 5,224 58 |
| Wabash, St. Louis and Pacific..... | 1,605 33 | 3,811 40 |

The net transportation earnings, after deducting operating expenses and taxes of the leading roads in Illinois, is as follows:

| Name of Company. | Amount. |
|---------------------------------------|----------------|
| Chicago and Alton..... | \$2,665,228 86 |
| Chicago, Milwaukee and St. Paul..... | 1,625,057 43 |
| Chicago and Northwestern..... | 1,507,636 45 |
| Chicago, Rock Island and Pacific..... | 1,119,897 97 |
| Illinois Central..... | 2,834,861 72 |
| Indiana, Bloomington and Western..... | 193,150 40 |
| Peoria, Decatur and Evansville..... | 229,115 76 |
| Terre Haute and Indianapolis..... | 399,326 07 |
| Wabash, St. Louis and Pacific..... | 181,846 66 |
| Chicago, Burlington and Quincy..... | 3,971,672 07 |

EMPLOYEES.

The total number of employees on all the roads reporting was 141,589, and their aggregate pay was \$76,862,173.85; of these 53,160 were employed in Illinois, and their aggregate pay was \$30,379,264.81.

EQUIPMENT.

The increase in equipment during the year is indicated in the following table:

| Equipment. | 1884. | 1885. | 1886. |
|--|---------|---------|---------|
| Locomotives..... | 6,163 | 6,067 | 6,096 |
| Passenger cars— | | | |
| Coaches..... | 2,609 | 2,634 | 2,627 |
| Sleeping, dining and officers' cars..... | 293 | 248 | 305 |
| Express, baggage and mail cars..... | 1,423 | 1,370 | 1,441 |
| Total passenger cars..... | 4,325 | 4,252 | 4,373 |
| Freight cars— | | | |
| Box..... | 108,790 | 101,332 | 113,988 |
| Stock..... | 19,484 | 18,952 | 21,234 |
| Flat and coal..... | 49,786 | 49,490 | 51,596 |
| Other (caboose, refrigerator, etc.)..... | 10,363 | 5,003 | 11,549 |
| Total freight cars..... | 188,983 | 174,777 | 198,167 |

Table XIII shows the amount of taxes paid in Illinois for the last three years to be as follows:

| | |
|------------|----------------|
| 1884..... | \$2,061,073 00 |
| 1885..... | 2,119,371 55 |
| 1886..... | 2,334,490 78 |
| Total..... | \$6,514,935 33 |

The number of tons of grain, live stock and coal carried in Illinois, as reported by the railroads, for the year ending June 30, 1886, is as follows:

| | |
|---------------------|------------|
| Corn..... | 4,673,910 |
| Wheat..... | 936,977 |
| Rye..... | 120,978 |
| Oats..... | 1,830,273 |
| Barley..... | 175,360 |
| Total..... | 7,737,498 |
| Live stock..... | 2,543,139 |
| Coal..... | 9,604,218 |
| Total No. Tons..... | 19,884,855 |

The amount received for the transportation of passengers on lines in Illinois, including express, mail and baggage, is \$15,316,104 46.

Number of passengers carried in Illinois:

| | |
|--------------|------------|
| Through..... | 9,978,375 |
| Local..... | 12,749,559 |
| Total..... | 22,727,934 |

Average receipts received per passenger per mile was 2.11 cents.

Total number of tons of freight carried in Illinois:

| | |
|--------------|------------|
| Through..... | 16,281,889 |
| Local..... | 17,072,411 |
| Total..... | 34,354,300 |

Total amount received for freight carried in Illinois \$37,523,917.63

The average receipts per ton per mile were 1.16 cts.
 " " cost per ton per mile was 0.63
 100

ACCIDENTS.

The total number of persons killed by railroad accidents within the State was 360, and the injured numbered 958. Last year 369 were killed, and 1,094 injured.

The following table shows the division of accidents:

| Description. | Killed. | Injured. |
|-----------------|---------|----------|
| Passengers..... | 12 | 52 |
| Employees..... | 112 | 666 |
| Others..... | 236 | 240 |
| Total..... | 360 | 958 |

The total number of employes killed, and injured on all lines reporting, while coupling cars, was 332; divided as follows: 23 killed, and 309 injured.

Query—Should not an automatic coupling be adopted by the railroad companies—the use of which might tend to save the lives and limbs of their employes?

LIST OF AGENCIES AND OFFICES FOR THE TRANSFER OF RAILROAD STOCK
IN ILLINOIS, GIVEN IN COMPLIANCE WITH THE ACT OF 1883.

- Baltimore, Ohio and Chicago, T. H. Dearborn, Agent, Chicago, Ill.
 Belleville and Carondelet, E. F. Leonard, Agent, Peoria, Ill.
 Belleville and Colorado, E. F. Leonard, Agent, Peoria, Ill.
 Belleville and Southern, E. F. Leonard, Agent, Peoria, Ill.
 Chicago and Alton, Chas. H. Foster, Agent, Chicago, Ill.
 Chicago and Eastern Illinois, H. S. Dunham, Agent, Chicago, Ill.
 Chicago, Burlington and Quincy, J. H. Goddard, Agent, Chicago, Ill.
 Chicago and Northwestern, M. M. Kirkman, Agent, General Office, Chicago, Ill.
 Chicago, Rock Island and Pacific, Agency, General Office, Chicago, Ill.
 Chicago and Atlantic, Agency, General Office, Chicago, Ill.
 Chicago, Milwaukee and St. Paul, Edwin Walker, Ashland Block, Chicago, Ill.
 Cairo, Vincennes and Chicago (in hands of Receiver, by order of U. S. Court.)
 Cincinnati, St. Louis and Chicago, Thomas P. Bonfield, Agent, Kankakee, Ill.
 Havana, Rantoul and Eastern (in hands of Receiver, by order of U. S. Court.)
 Indiana, Illinois and Iowa, Edwin Fletcher, Kankakee, Ill.
 Indiana, Bloomington and Western, J. J. Fletcher, Peoria, Ill.
 Indianapolis, Decatur and Springfield, E. F. Leonard, Peoria, Ill.
 Indianapolis and St. Louis, John T. Wam, Mattoon, Ill.
 Illinois Central, Chas. Howard, Palmer Block, Chicago, Ill.
 Illinois Midland, H. Crea, Decatur, Ill.
 Illinois and St. Louis, W. Crouch, Dyke Station, Ill.

Grand Tower and Carbondale (in hands of Receiver.)
 Grand Trunk Junction, F. H. Howe, Chicago, Ill.
 Jacksonville Southeastern, W. S. Hook, Jacksonville, Ill.
 Kankakee and Seneca, Thos. P. Bonfield, Kankakee, Ill.
 Lake Erie and Western, Geo. H. Ives, First National Bank Building, Chicago, Ill.
 Lake Shore and Michigan Southern, W. H. Purdy, Agent, Chicago, Ill.
 Louisville, Evansville and St. Louis, George W. Evans, Mt. Vernon, Ill.
 Louisville and Nashville, C. R. Bernhart, Agent, East St. Louis, Ill.
 Michigan Central, E. T. Nicholas, Water St., Chicago, Ill.
 New York, Chicago and St. Louis, W. H. Purdy, Chicago, Ill.
 Ohio and Mississippi, F. W. Tracy, Springfield, Ill.
 Peoria, Decatur and Evansville, Geo. H. Ives, Chicago, Ill.
 Peoria and Pekin Union, R. E. Bunker, Peoria, Ill.
 Pittsburg, Ft. Wayne and Chicago, R. Biddle Roberts, Chicago, Ill.
 Rock Island and Peoria, H. C. Whitridge, Rock Island, Ill.
 St. Louis, Alton and Terre Haute, E. F. Leonard, Peoria, Ill.
 St. Louis and Cairo, Wm. Ritchie, Ashland Block, Chicago, Ill.
 St. Louis and Chicago, J. J. McLean, Hillsboro, Ill.
 St. Louis Coal Railroad, Samuel P. Brush, Carbondale, Ill.
 Terre Haute and Indianapolis, L. R. Dulaney, Marshall, Ill.
 Wabash, Chester and Western, T. C. Boyden, Chester, Ill.
 Wabash, St. Louis and Pacific, P. Flanigan, East St. Louis, Ill.

COMPLAINTS.

No complaints have been made to this Board, charging any railroad company with the offense of extortion.

The average rates charged for the transportation of freights, and fares for carrying passengers on the railroads in Illinois, are shown, by the reports made to this Board, (and as stated in the preceding summary,) to be below the rates fixed by this Commission as reasonable maximum rates. The average amount charged and received for carrying each passenger per mile, on railroads operated wholly within the State, is two and eleven-hundredths of a cent, and for the transportation of each ton of freight per mile, is one and sixteen-hundredths of a cent.

But while no specific charges have been preferred against any railroad company for extortion in freight rates, yet there has been and is a general impression that the difference between the rates charged for local or way freights, and through freights, is too great—that the difference is unreasonable.

The present Board have endeavored to obviate the grievance to some extent by changes of classification, thus reducing the rates somewhat on many articles, but yet have not been able to accomplish all that seems to be necessary.

With a view of obtaining such information as would enable the Board to act with reason and justice in the premises, they propounded a number of additional interrogatories to the several railroad companies doing business in Illinois, the answers to which

they had hoped would furnish the desired information. Many of the railroad companies have failed to answer those questions, alleging as an excuse that they do not keep their books so as to show the facts asked for. The information called for relates to the amount received from, and the cost of freights carried from and to points in Illinois, which must of necessity be within the power of the railroad companies to furnish. They charged and collected compensation for every pound of freight received at any point in the State of Illinois, to be carried to any other point on their lines in Illinois. Then why should not their books show such amounts? Yet, as above stated, many of the railroad companies, in their responses to the interrogatories propounded to them on the subject, say they do not keep their books so as to show the facts. Should not their books be so kept as to enable them to furnish the information required? Can a reasonable rate for the carriage of local freights be justly fixed without a statement to the Board of the receipts from, and the cost of that service?

It is believed by the Board that it is the duty of the railroad companies to so keep their books as to furnish all the information necessary to enable the Commission to act with justice, both to the people and the railroad companies.

We would remark, however, that from reports of railroads wholly within the State of Illinois, that the Commission have been able to make some deductions, tending to show the average receipts, and cost per ton per mile, for handling and transporting freights on said lines. But these returns do not give the receipts and cost for the handling and transportation of through freights on all the railroads in the State, and, therefore, even from these reports, the information requisite to the adjustment of the wide difference between rates charged for the transportation of local and through freights is not attainable.

The Board believe, and expect, that the railroad companies will so keep their freight accounts for the ensuing year, that in their next annual report they will be able to give the desired information.

The subject of local and through freight rates within the State of Illinois, is of greater practical importance than it was before the decision of the Supreme Court of the United States in the case of the People *vs.* the Wabash, St. Louis and Pacific Railway Company, where it is held that as to freight taken up outside of the State, and brought within the State, or taken up within, and to be carried to a destination outside of the State, is not subject to the laws or agencies of the State of Illinois to regulate, however gross the unjust discrimination that may be practiced against persons or places within the State.

UNJUST DISCRIMINATION.

A large number of complaints have been made, charging unjust discrimination in freight rates. Some charging discriminations against places, others of discriminations against persons.

These complaints have all been investigated by the Commission. In almost all cases where the charge has been that special rates

were given to particular places on the line of a railroad, the railroad companies have, at the instance of this Board, made the rate an open rate to all localities on their lines for the same kind of freight. Where the complaint was that a particular dealer was allowed a special rate on any kind of freight, the Board has required the railroad company complained of, to make reparation to the parties injured, and abandon the practice, or to make reparation to the injured party, and to make the special rate, an open rate to all dealers alike. This course has resulted in removing the causes and occasions of complaint; and it is believed that it is far more in accordance with the purposes of the statute under which this Board was appointed, than to bring suits against the railroad companies to collect penalties from them. This course avoids litigation, and is far more conducive to the establishment and maintenance of harmonious and friendly relations between the people and the corporations.

The fact usually is, that the occasion of complaint has arisen from the imprudent zeal of some agent of the corporation complained of, rather than from any policy adopted, or deliberate purpose entertained, by the corporate authorities of the railroad in question, to violate or disregard the statute and the rulings of the Board made in its execution.

INDIANA, ILLINOIS AND IOWA RAILROAD CASE.

Among the complaints made to this Board of unjust discrimination against persons engaged in business along the line of a railroad, was the case of the Indiana, Illinois and Iowa Railroad Company, against which Mr. Alex. Helm made complaint that it unjustly discriminated against him in rates on coal hauled from Streator to Kankakee and other points on said railroad, and that said railroad company favored other persons in rates and in shipping facilities, to his injury. The Board went to Kankakee at the instance of Mr. Helm and his attorney, and investigated the case fully. It examined a great number of witnesses on both sides of the controversy; examined the books of the railroad company relating to their coal business; in short, made a thorough and exhaustive investigation of the whole subject. The Board found that the charge of unjust discrimination was sustained against the railroad company on the points charged by Mr. Helm.

The case was rather a formal technical case of unjust discrimination, than one where substantial injury had been inflicted. Confining the view of the Board to the facts in Mr. Helm's case alone, a suit would scarcely have been warranted by such facts. But the investigation which was made in that case led to the development and disclosure of a state of facts which would well have justified the institution of a suit. The evidence on that occasion showed that a dealer in Kankakee was greatly favored in rates on coal which he obtained at a mine near that of Mr. Helm, through the device or shift of buying his coal from the railroad company. He being a large purchaser, got coal delivered to him at Kankakee at rates so much

lower than other dealers getting coal on the I., I. & I. R. R., from the same point, that he could and did undersell them in the same market.

Again, the railroad company dealt in coal, and used its own cars to haul its own coal to its own customers, to the exclusion or great delay of other dealers, who sought to buy from the mine owners directly, and such dealers were compelled to wait until it suited the convenience of the railroad company to furnish them cars, or were compelled to purchase from the railroad company direct. In the latter case the cars were furnished at once to the dealers. The result was, that the railroad company was securing a monopoly of the coal trade, both as purchaser from the mine owners and as vendor to the retailers. This, the Board held to be, in the mildest form in which the case could be put, an unjust discrimination, and decided to bring suit to recover penalties imposed by the statute in such case. Before suit was instituted, the railroad company and Mr. Helm settled the controversy between themselves. Mr. Helm and his attorney requested that suit be not brought against the railroad company. The Board, however, did not, on that ground, see fit to decline to bring suit against the railroad company, but required the railroad company to disclaim the legal right to pursue the practice and course of conduct so condemned by the Commission, and to make that disclaimer in writing, to be filed with the papers in the case, and also to give assurance that it would in the future refrain from and abandon the practice that gave rise to the complaint.

The railroad company did file a declaration in writing, stating that it accepted the decision of the Board as conclusive and final on the subject, and that they had no legal right to persist in the practice complained of, and promised that it would in the future strictly comply with the decision of the Commission in the case.

The Board thereupon concluded that there was no occasion to prosecute any suit against said railroad company, and it set aside the order to bring suit, which had been made in the case. The Board was the more ready to do so in this case, because the railroad company in question was weak and struggling for business, and up to that time without much success, to earn enough to pay current expenses.

This the Board regarded as the correct policy, under the circumstances, so to dispose of the case; and its course in the premises has proved entirely satisfactory to the patrons of the road.

THE CASE OF THE VILLAGE OF GOODWINE.

There was a complaint against the Chicago and Eastern Illinois Railroad Company, made to this Board by the business men and property owners of Goodwine, a station on a branch of that railroad, that the railroad company had threatened and were about to remove the depot from that place, and thereafter not to have any agent at that place to transact its business.

The complainants showed, that at the instance of the railroad company that built the railroad, they and other business men of the place had donated a considerable sum of money to secure the loca-

tion of the station at that place, had built the station house for the company, and on the faith of the location of the station at that place invested considerable sums of money in the erection of storehouses and dwelling houses, a school house, church building and two or more manufacturing establishments, all of which would to a great extent be sacrificed if the station should be abandoned or removed.

The Board called the attention of the railroad company to the subject, and it was conceded that the facts were as alleged. The Board held that the railroad company had no legal right to remove the depot from Goodwine, under the admitted facts in the case, and held that the company must maintain its station, keep its agent there, and must furnish necessary shipping facilities to those doing business at that place with the railroad company.

The railroad company, without litigation of the question, complied with the decision of the Commission, and has placed its agent at its own expense on duty at Goodwine, and is meeting all of the demands made by the business men of that place in their complaint against said railroad company.

The Board has investigated a large number of cases since the appointment of the present members, and decided most of them. Few of them involved questions of general interest, and need not be specially mentioned in this report.

The Board has caused a docket to be kept, in which is entered each case, beginning with the complaint filed, the answer to the complaint, the correspondence in reference thereto, and the hearing of the case and the decision and opinion of the Board therein.

The statute limits the size of the book to be made and published by the Board, and hence it has been thought advisable to give a mere summary of the cases which seem to be of most general interest, and not to encumber the report with a detailed statement of the facts, together with the conclusion reached and the reasons in support thereof in each case.

SUITS.

The Case of the People of the State of Illinois Versus the Illinois Central Railroad Company.

In this case, which was brought in the Sangamon Circuit Court, the railroad company is charged with unjust discrimination, in that it charged and collected 16 cents per hundred pounds for carrying one sack of coffee from Chicago to Kankakee, on its line of railroad, a distance of 56 miles—while on the same day it only charged the sum of 10 cents per hundred pounds for carrying the like kind and quantity of freight from Chicago, Ill., to Mattoon, Ill., on its same line of railroad, in the same direction, a greater distance, to wit: 172 miles.

The defense made by the railroad company was, that while there was such discrimination as charged, it was not an unjust discrimination. The law only makes the facts charged *prima facie* evidence of unjust discrimination, while the railroad company contended the facts in the case show that such discrimination was not unjust.

The case was tried in the Sangamon Circuit Court and a verdict and judgment rendered in favor of the people. The railroad company has taken an appeal and the case is now pending in the Supreme Court of the State of Illinois, and is, on the part of the people, under the control and management of the Attorney General, by whom it was tried in the Circuit Court.

The Case of the People of the State of Illinois, on Relation of the Attorney General, Versus the Ohio & Mississippi Railway Company.

In June last, after verbal complaints had been made to this Board by many of the people living along the line of the Springfield division of the Ohio and Mississippi Railroad, that the road was out of repair and in a dilapidated and dangerous condition for traveling thereon, and that the railroad company had removed and ceased to run passenger trains on a part of the road, and that the duties of the railroad company to the public were greatly neglected in the matter of running passenger trains, to the great detriment of the interests of the people residing near that road, the Board proceeded to make a thorough examination of the condition of the road and the facilities that it had been furnishing to the people residing along its line for the transportation of persons and property thereon, and upon such examination of the road, its condition and management, the facts were found in substance to be as follows:

There were 64 miles of steel rails on the entire line from Springfield to Shawneetown. These rails are distributed between Springfield and Flora.

The rails on the remainder of the track were found to be iron, light, old and badly worn, having been in use on this railroad from 13 to 14 years, the joints generally low, the splices being short of bolts sufficient to hold the track firm and in line. This is true of the entire line where splices are used. From Ridgway to Shawneetown the rails are very bad.

The cross-ties are for the most part (that is about three-fourths of them) old and many of them rotten. The residue seem to be new and sound.

The bridges and trestle work were found to be strong, sound and in good condition, having been recently repaired or in process of renewal.

The track for almost the entire distance from Springfield to Shawneetown was found to be in a bad condition and unsafe. The road-bed needs raising and surfacing. For about two-thirds of the distance it needs new rails, in order to render the road safe for passenger travel.

The company should, in addition to furnishing new rails and ties, employ more men on each section, in order to put and keep the road-bed and track in a good and safe condition, even for a second class railroad.

The condition of the road with respect to safety may be inferred from the fact, that on that part of the line between Flora and Shawneetown, the trains make only 9 miles per hour, running time. The maximum speed being 10 miles per hour.

It was found that the company run no passenger trains south of Flora; that from Flora to Shawneetown, 78 miles, freight trains with a passenger, and sometimes a baggage and mail car attached, are run each day. This is the only accommodation furnished for passengers between said points, and that train only makes one trip per day.

The train leaving Pana in the morning arrives at Flora at 3.20 P. M., and stops there, and a train proceeds thence to Shawneetown next day, leaving Flora at 11 A. M., and arriving at Shawneetown at 6.15 P. M., and lays over until 7 A. M. next day, and arrives at Flora on the evening of that day, and lays over until the morning of the next day, and then proceeds to Pana; so that passengers leaving Pana for Shawneetown, and other points south of Flora on said road, must go to Flora, lay over until next day, thence to Shawneetown, lay over, and return the day following; and all passengers going on said railroad from one station to another, and desiring to return, must take two days for the round trip.

It is believed that carrying passengers in cars attached to freight trains on this railroad in its present condition is dangerous to the passengers.

As to the mails—a letter leaving Shawneetown for points on said line of railroad north of Flora, requires two days for the journey.

The evidence taken of the business men residing along the line of road, shows that for that part of the railroad from Edgewood to Shawneetown, a distance of 95 miles, the people of the counties of Gallatin, White, Wayne and Clay gave, in 10% bonds, one million of dollars. These bonds were issued by the counties, towns and townships, and are being paid according to their legal effect without contest. While the people of the several counties along the entire line have, in the aggregate, given the sum of two million of dollars, besides donating the right of way almost the whole length of the road between Shawneetown and Beardstown.

In view of the facts as above stated, the Board addressed the following recommendations and requests to the President and Board of Directors of the Ohio and Mississippi Railway Company:

First. That they immediately place upon the Springfield division of the O. & M. R. R., passenger trains to be run through from Beardstown to Shawneetown, and from Shawneetown to Beardstown, each day, from one terminus to the other, in addition to facilities for passenger travel on said line as now furnished; so that the people may leave any station on said line of road for another and return the same day.

This, we are satisfied from the evidence on the subject, taken by the Board, of leading business men at the principal points on the road, would satisfy the people, and would at the same time not injure, but positively benefit the railroad company.

Second. That as rapidly as practicable the company proceed to repair the road-bed and track of said railroad, by supplying the same with additional new ties and rails, in order to render travel on said railroad safe and reasonably expeditious.

Please advise the Board of your conclusion and action in the premises at as early a day as practicable, as, should you decline to do anything to remove the cause of complaint made by the people along the line of your road, then the Board of Railroad and Warehouse Commissioners will feel compelled to resort to such legal remedies as may be found necessary to that end.

To the above communication no response was made, except merely to acknowledge the receipt thereof.

After waiting for what the Board regarded a reasonable length of time, the Attorney General, at the instance of the Board, instituted suit in the name of the People of the State of Illinois *ex rel.* the Attorney General, against said railroad company, in the Sangamon Circuit Court, praying for a writ of mandamus to compel the railroad company to put its track in repair, and place upon its railroad suitable and sufficient facilities to accommodate the traveling public, and discharge its duties in these respects to the public.

The case was heard in the Sangamon Circuit Court, before his Honor, Jesse J. Phillips, presiding Judge of said Court. It was able argued on the part of the people by the Attorney General, the Hon. Geo. Hunt, and the Hon. Wm. H. Robinson, and on the part of the railroad company by Mr. Ramsey and Mr. Maxwell, its attorneys.

The Court held that the people were entitled to the writ of mandamus against the railroad, as prayed in the petition of the Attorney General, and accordingly ordered the writ to issue against said railroad company.

The railroad company prayed an appeal from that decision, and the case is now pending on appeal in the Supreme Court of the State of Illinois, and will doubtless be decided at the ensuing January term. It may be said that this is a pioneer case on the subject in the State of Illinois, and is one of great interest to the people, as well as to the railroad company.

In view of the importance of the case and the special interest felt therein by the people residing along the line of that railroad, the Board deemed it proper to employ the Hon. Wm. H. Robinson as associate counsel in the case.

Wabash Case.

A large number of complaints have been made to this Board during the last year against railroad companies, charging unjust discrimination in rates for carrying freight from points within the State to points outside of the State, and from points outside of the State to points within the State, where a greater sum was charged on the same kind and quantity of freight being transported in the same direction on the same railroad, for a shorter distance within the State, than was at the same time charged for a greater distance. While the facts in each of such cases made a clear *prima facie* case of unjust discrimination under the statute and the decisions of the Supreme Court of Illinois, no suits have been instituted on these complaints, because of the fact that the case of the People *vs.* the Wabash, St. Louis and Pacific Railway Company was pending in the Supreme Court of the United States, on appeal from

the Supreme Court of Illinois. In that case the railroad company alleged that the statute of Illinois, so far as it was held to authorize the regulation of rates of freight carried from points in Illinois to destinations in other States, was unconstitutional; and this was the question submitted for decision by the Supreme Court of the United States.

The Board felt that it was an unwise and useless expenditure of the public money, to be filling the dockets of the courts with cases which would not be decided until the *Wabash* case should be decided by the Supreme Court of the United States.

That case has finally been decided, but adversely to the People of Illinois, on the ground that goods which are taken up within the State of Illinois to be transported to a destination in another State of the Union, or taken up at a point in another State of the Union to be carried to a point within the State of Illinois, is "commerce among the States," and is subject exclusively to legislation by the Congress of the United States; and that the statute of Illinois, so far as it is construed to apply to and regulate the carriage of freights from points within to points outside of the State, or from points outside to points within the State of Illinois, is invalid.

While that decision stands, no suit will be instituted in any State court of Illinois in the class of cases mentioned.

This Board, considering the vast importance of the case to the people of the State of Illinois, and indeed to the people of other States who may suffer from this class of discriminations, which may be, and indeed are constantly being practiced by the railroad companies, and in view of the fact that the decision of the *Wabash* case seems not to be in harmony with a number of similar cases, previously decided by the Supreme Court of the United States, have deemed it proper to request the Attorney General of Illinois to apply for a re-hearing of the case, and have employed Hon. Lyman Trumbull to assist him in making such application, to the end, if possible, that the case may be re-argued, and a different conclusion be reached by the Court, that the people may have relief from the injustice complained of.

That the nature of the questions involved, and reasons for and against the decision of the Supreme Court of the United States in the case, may be generally known, we have caused to be printed and published with this report the opinion of the Court, and the opinion of the Judges who dissent from the judgment rendered in the case. (See Appendix to this report.)

POOLING.

The principal, and the greatest number of complaints made in Illinois on the subject of pooling, arise out of cases where the articles shipped are brought from other States into Illinois, or are shipped from points in this State to destinations beyond, and hence, in view of the recent decision in the *Wabash* case, are not within the power of Illinois statutes or Illinois agencies to regulate. The pooling contracts in such cases relate to inter-State commerce.

Pooling agreements between railroad companies in relation to freights to be carried wholly within the State of Illinois, exist only at points where competition is strong, either between railroads, or with the canal or other water transportation.

One of the evils that give rise to the formation of the pooling contracts, that affects the interests of the people, is the fluctuation in freight rates resulting from the cutting of rates in the sharp competition for business between the railroads. The extent of this evil is well known to dealers during the continuance of a "war of rates."

Under the statute of Illinois the railroad companies are prohibited from discriminating in favor of localities, no less than in favor of individuals; and it is declared by the statute that it shall not be deemed a sufficient excuse or justification of such discrimination on the part of any railroad corporation that the railway station or point at which it shall charge or receive the same or less rates of toll or compensation for the transportation of freight the greater distance, than for the shorter distance, is a point at which there exists competition with another railroad or other means of transportation; and if a railroad company does so discriminate, it is subject to the penalties imposed by the statute for unjust discrimination.

The pooling rates in Illinois are never higher than the rates allowed as reasonable maximum rates by the Commissioners.

The pooling agreements are made between the railroad companies to arrest competition, which it is claimed is of a character simply ruinous to the owners of the railroad property.

It would seem that if such is the fact, that those who manage the railroads for the stockholders therein, and who carry on the competition to the point of making such competition ruinous, should be discharged by their employers. The pooling contracts are made for the purpose of dividing the business between the competing railroads, so that each railroad shall have a portion of the business without cutting rates to get it; and to get such share of business at a rate that will afford them reasonable compensation for the same.

If the only effects of pooling contracts made in relation to freights carried between points within the State of Illinois, be to prevent competition which is destructive of the interests of the owners of the stocks of railroad corporations; and to protect the merchants, dealers and shippers from the injurious effects of unstable and fluctuating freight rates—the railroad companies in the meanwhile keeping the pooling rates within the limits fixed as reasonable maximum rates by the Commissioners, and refraining from making any of the forms of unjust discrimination prohibited by the statute—then the injury which can be done by reason of such pooling contracts must be slight indeed upon the interests of the people of the State.

The question whether a law prohibiting pooling contracts entirely, is desirable, has, from a legislative standpoint, two sides to it. The railroads that pay dividends cannot afford to compete with railroads which are insolvent and are being run under a management which

simply seeks to get running expenses out of the business, as is the case in most instances where railroads are in the hands of receivers. The people are interested in railroads being well equipped and well managed, that they may have adequate and efficient service from them. The people at large also are interested in the property invested in railroads yielding reasonably fair incomes, to the end that such railroads may efficiently discharge their duties to the public as common carriers of the persons and property of the people, and that such property may be kept in such condition as to be of real value, that it may contribute to the revenue of the State, and so bear a due share of the burden of taxation.

The fact is that but eleven railroad corporations in the State pay dividends, while twenty-eight pay only operating expenses, taxes, interest on their bonded debts and rentals, etc. And eleven earn running expenses, taxes and rentals only; while four do not earn enough to pay operating expenses and taxes, by \$20,993.27.

The income from all the railroads doing business in Illinois, after paying all operating expenses, taxes, rentals, and interest on bonds, amounts to \$23,755 879 02. being one and nine-tenths percent on the whole amount of capital invested. All of these facts would have to be taken into consideration by the General Assembly before enacting any statute on the subject. Justice to well managed, well equipped and solvent railroads require that they should not be compelled to submit to loss in favor of railroads which are not solvent and may be recklessly managed. Congress will no doubt, while considering the Cullom Reagan bill (which is now pending before Congress) in relation to inter-State commerce, discuss the whole subject of pooling, especially so far as relates to inter-State commerce. The interests of the people of the State of Illinois, as above stated, are injuriously affected in a far greater degree by the pools formed in reference to inter-State commerce, than by those which relate to commerce confined to the limits of the State. And until Congress disposes of that branch of the subject, it does not seem to this Board that any recommendations it could now make would afford any satisfactory remedy for whatever evil there may be in the system of pooling confined in its effects to carrying done wholly within the limits of the State of Illinois.

RAILROADS IN HANDS OF RECEIVERS.

The following railroads in this State are in the hands of receivers, and have been from the dates set opposite to each:

- Cairo, Vincennes and Chicago—1884.
- Champaign and Havana—1884.
- Grand Tower and Carbondale—1885.
- Havana, Rantoul and Eastern—1884.
- Illinois Midland—1884.
- Indianapolis, Decatur and Springfield—1885.
- Lake Erie and Western—1885.
- Louisville, Evansville and St. Louis—1885.
- New York, Chicago and St. Louis—1885.
- St. Louis Coal Railroad Company—1885.

Wabash, St. Louis and Pacific—1884.
Toledo, Peoria and Western—1884.

The management of railroads while in the hands of receivers, so far as conformity to the statute of Illinois is concerned, in most instances has been very unsatisfactory indeed. When complaints are made suits can only be brought against them by consent of the courts having charge of them.

It is a question of importance to the people, for whose benefit and service the railroad companies were chartered and empowered to take private property on which to build their lines of railroad, as to how long their property shall, when placed in the hands of receivers, be permitted to remain there, and whether a statute should not be enacted requiring that the court, when a line of railroads is placed in the hands of a receiver and shall have remained there say for one or two years, and is not otherwise released from his hands, shall direct that such property be sold and the proceeds be brought into court, to abide the results of the litigation that caused the property to be placed in the hands of a receiver, and thus cause the railroad to pass into the hands of parties able to properly equip and operate the road so that it may discharge its duties to the general public.

PHYSICAL CONDITION OF RAILROADS.

The physical condition of most of the railroads in Illinois is constantly being improved. New steel rails are being substituted for old iron ones, new ties are being put down, iron bridges are replacing wooden structures, and earth embankments are made to take the place of trestle work, thereby rendering travel upon the railroads much more safe and secure.

The equipment of railroads in Illinois, with a few exceptions, is also constantly being improved in quality and quantity, and is equal to that on any railroads of any other State in the Union.

The particular condition of the tracks of many of the principal lines of railroad is given in the summary found herein, next preceding the detailed reports of the railroad companies.

NEW RAILROADS.

The reports made to this Board by the railroads of Illinois show an increased mileage of main track and branches of railroads over that of last year of 240.04 miles.

REVISION OF CLASSIFICATION AND SCHEDULE.

Since our last report this Board has twice revised parts of the schedule rates, and also changed the classification of freights, thereby reducing the charge for transportation of many articles of commerce.

The first revision took effect February 10, and the second on November 1, 1886. The schedule as last revised is published in pamphlet form as a revised schedule, a copy of which is transmitted with this report.

In making such revision of the schedule and classification, the Board have only made such changes as the conditions of business seemed to require, in order to promote the interests of all classes of people doing business with the railroads.

The Board have acted on the assumption that, while the people have a right to the services of the railroad corporations as carriers of their persons and property at reasonable rates and without any unjust discriminations, the railroad companies are entitled to just and reasonable compensation for the services rendered; and therefore, in fixing the rate of charges for the transportation of freights on the railroads doing business in Illinois, the Board have endeavored to do justice, as near as practicable, both to the people and to the corporations having conflicting but not necessarily hostile interests. The work done is, of course, not perfect, and may soon in some respects, like all schedules, whether made by railroad experts or others, require again to be modified.

WAREHOUSE AND GRAIN INSPECTION.

We call attention to the annual report of the Chief Grain Inspector, P. Bird Price, showing the condition of the Grain Inspection Department at Chicago for the year ending October 31st, 1886.

The work of the department has been carefully and efficiently done, and the management of the business has given general satisfaction. The best evidence that such is the case is that no complaints have been made to this Board by any shipper or receiver of grain against the work of the Chief Inspector or any of his subordinates.

The high character of the grain inspection of Chicago has been maintained during the last year. While there have been appeals taken from the judgment of the Inspectors, the evidence that it was carefully and conscientiously done is found in the fact that in not a single instance has the grade given to the grain by the Inspector been lowered.

No properly substantiated claim has been made against the department for loss on account of erroneous inspection of grain during the current year that has not been so slight that it was settled by the Inspector whose mistake it was, without it being necessary for the Board to enter into any examination of the facts.

The practice of the shippers and dealers in grain is to have an agent present when the grain is inspected, and if the grade fixed by the Inspector is not satisfactory, to take an appeal to the Appeals Committee, where it is settled without delay.

For details as to how the business is conducted we refer to the able and clear report of Mr. Price, published herewith.

The unfaltering confidence with which the certificates of inspection fixing the grades of grain issued by the department are received and accepted by all the markets in this country and in Europe, indicate that the enviable reputation acquired by the department in the past is well maintained, and that the high standard that has given Chicago inspection a prominence over all other markets is yet successfully upheld.

The Chief Inspector recommends the amendment of the law creating the Grain Inspection Department at Chicago so as to place under the supervision of the department all public warehouses in Cook county, whether within the city limits or not.

In that recommendation this Board fully concur.

The constitution, section 3, article 13, it is true, only in terms mentions warehouses in towns or cities having a population of one hundred thousand inhabitants; yet the object of the constitution, and the statute enacted in pursuance thereof, is to protect the producers and shippers of grain and other produce, and, therefore, where the same reason exists for the protection of such producers and shippers under otherwise similar conditions, there can be no doubt of the power of the General Assembly to extend the same protection to those who deal with public warehouses, wherever situated within the State. The Legislature could have done all that is necessary on the subject of the regulation of public warehouses without the constitutional provision. The constitutional provision only *requires* the General Assembly *to act*, and to protect producers and shippers of grain and produce. It did not confer new power upon the Legislature, nor in the clause referred to place any *limitation* upon its *power* to legislate *on the subject*.

The reports made to this Board by the Chief Inspector of Grain, and by the Warehouse Registrar, show that there is an element of uncertainty respecting the amount of grain held in store in warehouses of Class A for the satisfaction of receipts registered and stamped by the Registrar.

That is, it is not definitely known whether there is grain sufficient at any one time in any particular warehouse to satisfy the receipts outstanding against it.

The law provides that the warehouseman shall report to the Registrar the quantity of each kind and grade of grain in store in warehouse once a week; and shall make such report in writing and under oath; but the law fails to provide any means for the department to corroborate or contradict such reports of the warehouseman.

When the Registrar is asked, "How much grain is in store in any warehouse?" He answers from his books, "so many bushels;" but when asked, "How do you know such to be the fact?" he has to answer, "I know it from the reports made to me by the warehouseman." "But how do you know the warehouseman's statement is correct?" The answer must be, "I don't know."

It would seem, therefore, that the statute needs amendment in a single point; and it is suggested that such amendment should authorize the Board of Railroad and Warehouse Commissioners to cause the grain in all warehouses of Class A, to be weighed over periodically, not oftener than four times in each year, under the supervision of some official designated by them for that purpose, who shall report the weight so ascertained to the Registrar, as a basis for his accounts.

A provision like this would tend to eliminate the only element of uncertainty in the present system, and to increase public confidence in all receipts stamped by the Registrar.

REPORT OF WAREHOUSE REGISTRAR.

The report of Maj. John W. Burst, Warehouse Registrar, shows that during the year ending October 31, 1886, there was received into store in warehouses of Class A from 103,957 cars, and 506 canal boats, 62,122,522 bushels of grain of all kinds.

The total amount of grain of all kinds delivered from store during the same time, was 61,747,078 bushels, an increase of 10,340,354 bushels over last year.

The total amount of grain in store at close of report was 14,858,860 bushels, being only 86,774 bushels more than at the same date in 1885.

APPEALS.

The Registrar's report shows that there were 1,252 appeals from the decisions of the inspectors to the Committee of Appeals during the year. The grade was raised in 666 cases, and the inspection sustained in 586 cases.

The fact that the number of cases changed, and those sustained are so nearly the same, would indicate that the differences of opinion between the owners of grain and the inspectors was confined to "line" grain, or grain so near the line of demarcation between the grade, that even experts differ as to its proper grading.

The report also shows that some improvements have been made in the manner of conducting the business under the charge of the Warehouse Registrar, and that his force is efficient and faithful. Indeed, they could scarcely be otherwise while under his supervision.

The Board feel that it is due the officers, clerks, and employes of the Grain Inspection Department to say that all have been actuated by a zeal worthy of the important work in which they are employed. The fidelity and efficiency with which they have discharged their duties, is worthy of the highest commendation. The course of training, and the method of promotion adopted in the service, is intended and is calculated to promote fidelity and efficiency.

It is due to Mr. P. Bird Price to say that he has labored to promote efficiency in the force under him, and to practice a rigid economy in the management of the business of the Grain Inspection Department. At his suggestion the Board have made some reduction of the force employed, which it is hoped will keep the expenditures within the limits of the current receipts.

XXVIII

FINANCIAL STATEMENT.

OFFICE EXPENSES.

| | |
|--|-----------------|
| Appropriation for the year | \$4,000 00 |
| Secretary's salary..... | \$1,500 00 |
| Janitor's salary..... | 580 50 |
| Clerk hire..... | 680 00 |
| Postage..... | 127 00 |
| Moving, storage and repairs of office furniture..... | 91 37 |
| Office carpet..... | 53 75 |
| Letter paper and envelopes..... | 73 75 |
| Binding annual reports..... | 100 00 |
| Express charges..... | 179 28 |
| Telegraph charges..... | 63 95 |
| Telephone charges..... | 78 00 |
| Newspapers, railway reviews, ice and other necessary expenses..... | 145 66 |
| Total..... | <u>3,623 26</u> |
| Unexpended balance December 1, 1886..... | \$376 74 |

SUITS AND INVESTIGATIONS.

| | |
|--|-----------------|
| Appropriation for the year..... | \$5,000 00 |
| Stenography..... | \$171 30 |
| Type writer..... | 100 00 |
| Printing..... | 127 25 |
| Clerk hire..... | 809 25 |
| Investigation expenses, including law books and postage..... | 625 75 |
| Total..... | <u>1,833 55</u> |
| Unexpended balance December 1, 1886..... | \$3,166 45 |

SCHEDULES.

| | |
|--|-----------------|
| Appropriation for the year..... | \$2,500 00 |
| Expenses for printing 15,000 schedules in pamphlet form..... | <u>1,067 80</u> |
| Unexpended balance December 1, 1886..... | \$1,432 20 |

IN CONCLUSION.

The Commissioners take pleasure in saying that the railroad companies have generally shown a disposition to conform to the law and to yield compliance with the decisions and suggestions of the Board. We are satisfied that the law is generally being observed and complied with, and that the people and the railroads are at a better understanding and sustain more satisfactory practical relations toward each other than at any former period, because there is a better understanding of their mutual interests and a higher degree of confidence in the purpose to deal fairly with each other.

In closing this report the Board have to say that the Secretary, Mr. N. D. Munson, and Mr. F. C. Dodds, his assistant, have been zealous, attentive and assiduous in the discharge of their duties, and have the thanks of the Board for the uniform courtesy which they have shown to its members.

Respectfully submitted,

JOHN L. RINAKER,
BENJ. F. MARSH,
WILLIAM T. JOHNSON.

N. D. MUNSON, Secretary.

COMPARATIVE TABLES.

TABLE I.—Length of Track, Main Line, Branches, Etc.

| NAME OF COMPANY. | MAIN LINE. | | BRANCHES. | | AGGREGATE MAIN LINE AND DOUBLE TRACK BRANCHES. | | SIDINGS. | | New road built during year in Illinois..... |
|---|---------------|--------------|---------------|--------------|--|--------------|---------------|--------------|---|
| | Total length. | In Illinois. | Total length. | In Illinois. | Total length. | In Illinois. | Total length. | In Illinois. | |
| | | | | | | | | | |
| Baltimore and Ohio..... | 262.60 | 5.91 | | | 262.60 | 5.91 | 70.64 | 20.84 | |
| Pitt. Railway of Chicago..... | 21.31 | 21.31 | | | 21.31 | 21.31 | 21.00 | 21.00 | |
| Carro, Vincennes and Chicago..... | 258.20 | 258.20 | 7.90 | 1.10 | 266.10 | 259.30 | 23.10 | 23.10 | |
| Central Iowa..... | 386.08 | 89.75 | 124.71 | | 510.79 | 89.75 | 63.23 | 9.73 | |
| Champaign and Havana..... | 100.23 | 100.23 | 31.04 | 31.04 | 131.27 | 131.27 | 8.48 | 8.48 | |
| Chicago and Alton..... | 280.70 | 280.70 | 568.38 | 394.90 | 849.08 | 585.60 | 187.81 | 139.11 | |
| Chicago and Atlantic..... | 248.50 | | | | 248.50 | | | | |
| Chicago, Burlington and Quincy..... | 656.22 | 359.02 | 1,101.39 | 495.48 | 1,760.61 | 855.10 | 418.10 | 237.08 | |
| Chicago and Eastern Illinois..... | 177.00 | 129.70 | 69.90 | 43.85 | 247.50 | 173.55 | 78.13 | 55.15 | |
| Chicago and Grand Trunk..... | 330.50 | 26.08 | 8.76 | 8.76 | 339.26 | 34.84 | 80.51 | 22.70 | |
| Chicago and Iowa..... | 80.00 | 80.00 | 24.00 | 24.00 | 104.00 | 104.00 | 18.28 | 18.28 | |
| Chicago, Milwaukee and St. Paul..... | 4,920.68 | 369.42 | | | 4,920.68 | 369.42 | 832.42 | 121.70 | 77.00 |
| Chicago and Northwestern..... | 3,948.71 | 587.50 | | | 3,948.71 | 587.50 | | | |
| Chicago and Ohio River..... | 86.00 | 86.00 | | | 86.00 | 86.00 | | | |
| Chicago and St. Louis..... | 150.00 | 150.00 | 2.20 | 2.20 | 152.20 | 152.20 | 13.80 | 13.80 | |
| Chicago, Rock Island and Pacific..... | 499.20 | 182.20 | 884.20 | 54.20 | 1,383.40 | 236.40 | 287.01 | 108.30 | |
| Chicago, St. Louis and Pittsburg..... | | | 580.52 | 28.00 | 580.52 | 28.00 | 137.22 | 23.29 | |
| Chicago and Western Indiana..... | | | 1.50 | 1.50 | 1.50 | 1.50 | | | |
| Chicago and Western Maryland..... | 9.55 | 9.55 | 17.72 | 17.72 | 27.27 | 27.27 | 38.73 | 38.73 | |
| Cincinnati, Indianapolis, St. Louis and Chicago..... | 174.90 | | 193.08 | 33.45 | 367.98 | 33.45 | 38.43 | 7.76 | |
| East St. Louis and Carondelet..... | 9.25 | 9.25 | 2.76 | 2.76 | 12.01 | 12.01 | | | |
| East St. Louis Connecting..... | 2.44 | 2.44 | | | 2.44 | 2.44 | 8.24 | 8.24 | 20 |
| Fulton County Narrow Gauge..... | 61.00 | 61.00 | | | 61.00 | 61.00 | 3.40 | 3.40 | |
| Grand Tower and Carbondale..... | 21.20 | 21.20 | 2.00 | 2.00 | 26.20 | 26.20 | 6.00 | 6.00 | 2.00 |
| Grand Trunk Junction..... | 3.90 | 3.90 | | | 3.90 | 3.90 | 9.10 | 9.10 | |
| Havana, Randolph and Eastern Illinois Central..... | 76.00 | 68.00 | | | 76.00 | 68.00 | 5.25 | 4.50 | |
| Illinois Central..... | 705.50 | 705.50 | 1,360.85 | 217.49 | 2,066.35 | 952.99 | 332.76 | 193.90 | |
| Illinois Midland..... | 173.43 | 166.83 | | | 173.43 | 166.83 | 13.67 | 13.67 | |
| Illinois and St. Louis Railroad and Coal Company..... | 15.00 | 15.00 | 10.00 | 10.00 | 25.00 | 25.00 | 18.00 | 18.00 | |
| Indiana, Bloomington and Western..... | 341.43 | 122.50 | 190.70 | | 532.13 | 122.50 | 95.22 | 23.83 | |

TABLE II.—*Capital Stock, Etc.*

| NAME OF COMPANY. | CAPITAL STOCK. | | | | SHARES. | | |
|--|-------------------|-------------------------|----------------------------|------------------------|---|-----------------------------------|------------------------------------|
| | Number of shares. | Amount of common stock. | Amount of preferred stock. | Total amount of stock. | Average amount of stock held in Illinois, per mile. | Amount of stock held in Illinois. | Number of shares held in Illinois. |
| Baltimore and Ohio | 30,000 | \$1,503,450 00 | | \$1,503,450 00 | \$5,725 00 | \$1,350 00 | 25 |
| Belt Railway of Chicago | 2,000 | 200,000 00 | | 200,000 00 | 9,385 26 | 200 00 | 2 |
| Caro, Vincennes and Chicago | | | | | | | |
| Central Iowa | 100,434 | 8,080,800 00 | \$1,902,600 00 | 10,043,400 00 | 20,167 00 | 200,800 00 | 2,908 |
| Champaign and Havana | | | | | | | |
| Chicago and Alton | 175,903 | 14,110,800 00 | | 17,500,300 00 | 20,990 14 | 2,830,000 00 | 28,300 |
| Chicago and Atlantic | 100,000 | 10,000,000 00 | 3,479,500 00 | 13,479,500 00 | 10,211 45 | 20,500 00 | 205 |
| Chicago, Burlington and Quincy | 763,850 | 76,386,025 00 | | 76,386,025 00 | 15,828 51 | 1,000,000 00 | 10,000 |
| Chicago and Eastern Illinois | 30,000 | 3,000,000 00 | | 3,000,000 00 | 21,676 00 | 5,100 00 | 51 |
| Chicago and Grand Trunk | 66,000 | 6,600,000 00 | | 6,600,000 00 | 19,970 00 | 12,000 00 | 120 |
| Chicago and Iowa | 14,280 | 1,428,000 00 | | 1,428,000 00 | 13,730 00 | | |
| Chicago, Milwaukee and St. Paul | 521,451 | 30,904,261 00 | 21,540,900 00 | 52,445,161 00 | 10,658 00 | 703,400 00 | 7,034 |
| Chicago and Northwestern | 749,303 | 52,604,865 97 | 22,325,454 56 | 74,930,320 53 | 18,975 90 | 3,007,200 00 | 30,072 |
| Chicago and Ohio River | 15,000 | 1,500,000 00 | | 1,500,000 00 | 17,441 80 | | |
| Chicago and St. Louis | 15,000 | 1,500,000 00 | | 1,500,000 00 | 10,000 00 | 1,500,000 00 | 15,000 |
| Chicago, Rock Island and Pacific | 419,600 | 41,960,000 00 | | 41,960,000 00 | 37,457 00 | 1,557,700 00 | 15,577 |
| Chicago, St. Louis and Pittsburg | 218,952 | 7,439,142 71 | 17,456,200 00 | 24,895,342 71 | 42,884 56 | 99,000 00 | 994 |
| Chicago and Western | 200 | 20,000 00 | | 20,000 00 | 13,333 33 | 100 00 | 1 |
| Chicago and Western Indiana | 50,000 | 5,000,000 00 | | 5,000,000 00 | 18,333 16 | 200 00 | 2 |
| Cincinnati, Indianapolis, St. Louis and Chicago | 70,000 | 7,000,000 00 | 36,820 84 | 7,036,820 84 | 39,443 00 | 176,800 00 | 1,768 |
| East St. Louis and Carondelet | 4,200 | 420,000 00 | | 420,000 00 | 36,521 00 | 9,500 00 | 95 |
| East St. Louis Connecting | 200 | 20,000 00 | | 20,000 00 | 7,692 00 | 19,700 00 | 197 |
| Fulton County Narrow Gauge | 18,000 | 636,303 25 | | 636,303 25 | 11,312 00 | 149,650 00 | 5,462 |
| Grand Tower and Carbondale | 500 | 50,000 00 | | 50,000 00 | 1,908 38 | 3,000 00 | 30 |
| Grand Trunk Junction | 5,000 | 500,000 00 | | 500,000 00 | 128,205 00 | 4,000 00 | 40 |
| Havana, Rantoul and Eastern | 2,281 | 228,100 00 | | 228,100 00 | 30,013 15 | | |
| Illinois Central | 300,000 | 30,000,000 00 | | 30,000,000 00 | 23,434 82 | 670,700 00 | 6,707 |
| Illinois Midland | 20,000 | 2,000,000 00 | | 2,000,000 00 | 13,793 00 | | |
| Illinois and St. Louis Railroad and Coal Company | 15,170 | 617,000 00 | 900,000 00 | 1,517,000 00 | 29,825 00 | 31,700 00 | 317 |
| Indiana, Bloomington and Western | 100,000 | 10,000,000 00 | | 10,000,000 00 | 18,752 40 | | |

| | | | | | |
|--|---------------------------------------|------------------|------------------|-----------------|-------------------------------------|
| Indiana, Illinois and Iowa..... | 35,980 | 3,598,000 00 | 33,598,000 00 | 3,597,300 00 | 35,973 |
| Indiana and Illinois Southern..... | 14,000 | 1,400,000 00 | 15,500 00 | ..... | ..... |
| Indianapolis and St. Louis..... | 5,000 | 500,000 00 | 6,890 00 | ..... | ..... |
| Indianapolis, Decatur and Springfield..... | 10,000 | 500,000 00 | 3,278 47 | 100 00 | 2 |
| Jacksonville Southeastern..... | 10,000 | 1,000,000 00 | 8,994 71 | 999,700 00 | 9,997 |
| Kankakee and Seneca..... | 200 | 10,000 00 | 236 41 | 5,050 00 | 101 |
| Lake Erie and Western..... | 77,200 | 7,720,000 00 | 19,451 00 | 300 00 | 3 |
| Lake Shore and Michigan Southern..... | 500,000 | 49,465,500 00 | 57,812 15 | 333,350 00 | 3,333 ¹ / ₂ |
| Louisville, Evansville and St. Louis..... | 55,800 | 5,580,000 00 | 32,456 00 | 200 00 | 2 |
| Michigan Central..... | 187,382 ³ / ₄ | 18,738,204 00 | 69,400 00 | 55,600 00 | 556 |
| Mobile and Ohio..... | 65,000 | 6,500,000 00 | 40,473 00 | ..... | ..... |
| Moline and Southeastern Narrow Gauge..... | 500 | 50,000 00 | 3,750 00 | 30,000 00 | 300 |
| New York, Chicago and St. Louis..... | 500,000 | 28,000,000 00 | 97,357 00 | 773,300 00 | 7,733 |
| Ohio and Mississippi..... | 240,300 | 20,000,000 00 | 38,997 07 | 113,000 00 | 1,130 |
| Pennsylvania Company..... | 304,910 | 30,491,085 71 | 61,874 65 | ..... | ..... |
| Peoria, Decatur and Evansville..... | 84,000 | 8,400,000 00 | 36,100 00 | 10,200 00 | 102 |
| Peoria and Pekin Union..... | 10,000 | 1,000,000 00 | 55,555 55 | ..... | ..... |
| Rock Island and Peoria..... | 15,000 | 1,500,000 00 | 13,274 33 | 467,000 00 | 4,670 |
| St. Louis, Alton and Terre Haute..... | 47,684 | 2,300,000 00 | 23,625 75 | 3,100 00 | 31 |
| St. Louis Coal and Railroad Company..... | ..... | 2,468,400 00 | ..... | ..... | ..... |
| St. Louis, Rock Island and Chicago..... | 30,000 | 3,000,000 00 | 9,779 12 | ..... | ..... |
| Southeast and St. Louis..... | 300,000 | 30,000,000 00 | 14,526 42 | ..... | ..... |
| Terre Haute and Indianapolis..... | 30,240 | 3,924,058 10 | 24,059 44 | ..... | ..... |
| Toledo, St. Louis and Kansas City..... | 180,550 | 18,055,000 00 | 36,846 93 | 700 00 | 7 |
| Toledo, Peoria and Western..... | ..... | ..... | ..... | ..... | ..... |
| Wabash, St. Louis and Pacific..... | 526,268 | 28,404,400 00 | 15,086 06 | ..... | ..... |
| Wabash, Chester and Western..... | 2,500 | 250,000 00 | 5,915 75 | 125,000 00 | 1,250 |
| Total..... | 7,172,812 ³ / ₄ | \$523,175,905 79 | \$120,957,232 40 | \$18,523,100 00 | 189,766 ¹ / ₂ |

TABLE III.—*Stock, Debt, and Cost of Construction and Equipment.*

| NAME of COMPANY. | Capital Stock. | Funded Debt. | Capital Stock and Funded Debt per mile. | Floating Debt. | Aggregate Stocks, Bonds and Floating Debt. | Cost of Construction and Equipment. |
|--|----------------|----------------|---|----------------|--|-------------------------------------|
| | | | | | | |
| Baltimore and Ohio..... | \$1,563,450 00 | \$7,744,000 00 | \$35,214 96 | \$5,022,645 32 | \$14,270,005 32 | \$9,247,450 00 |
| Beth. Ry. and Chesgo..... | 200,000 00 | ..... | 9,385 00 | 303,161 82 | 503,161 82 | 200,000 00 |
| *Calro, Vincennes and Chicago..... | ..... | ..... | ..... | 755,834 64 | 755,834 64 | ..... |
| Central Iowa..... | 10,043,400 00 | 9,195,412 65 | 38,620 83 | 577,203 05 | 19,845,835 70 | 19,238,542 65 |
| *Champlain and Havana..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Chicago and Alton..... | 17,500,300 00 | 10,332,950 00 | 47,673 50 | ..... | 27,833,250 00 | 27,833,250 00 |
| Chicago and Atlantic..... | ..... | 7,725,000 00 | 71,308 21 | 2,403,845 10 | 29,201,875 10 | 17,735,000 00 |
| Chicago, Burlington and Quincy..... | 70,286,025 00 | 73,457,007 86 | 50,987 59 | ..... | 149,743,032 86 | 149,743,032 86 |
| Chicago and Eastern Illinois..... | 3,000,000 00 | 6,000,000 00 | 65,028 00 | 411,507 36 | 9,411,507 36 | 9,000,000 00 |
| Chicago and Grand Trunk..... | 6,000,000 00 | 12,000,000 00 | 56,278 36 | 1,246,620 79 | 19,846,620 79 | 18,000,000 00 |
| Chicago and Iowa..... | 1,428,000 00 | 2,150,000 00 | 31,403 85 | ..... | 3,578,000 00 | 3,578,000 00 |
| Chicago, Milwaukee and St. Paul..... | 52,445,161 00 | 103,271,000 00 | 31,645 00 | 1,999,240 92 | 157,715,401 92 | 156,746,161 00 |
| Chicago and North Western..... | 74,950,320 53 | 90,511,500 00 | 41,897 69 | 3,818,105 45 | 169,289,925 98 | 165,411,820 53 |
| Chicago and Ohio River..... | 1,500,000 00 | 1,250,000 00 | 31,976 71 | ..... | 2,750,000 00 | 2,750,000 00 |
| Chicago and St. Louis..... | 1,500,000 00 | 1,500,000 00 | 20,000 00 | 100,000 00 | 3,100,000 00 | 3,000,000 00 |
| Chicago, Rock Island and Pacific..... | 41,900,000 00 | 21,460,000 00 | 56,615 00 | ..... | 63,360,000 00 | 63,420,000 00 |
| Chicago, St. Louis and Pittsburg..... | 21,805,342 74 | 17,903,350 00 | 73,724 75 | 2,333,756 88 | 45,132,449 62 | 42,798,092 74 |
| Chicago and Western..... | 20,000 00 | ..... | 13,333 33 | 15,950 20 | 35,950 20 | 20,000 00 |
| Chicago and Western Indiana..... | 5,000,000 00 | 8,814,666 67 | 287,805 55 | 123,613 41 | 13,928,280 68 | 13,811,666 67 |
| Cincinnati, Indianapolis, St. Louis and Chicago..... | 7,036,820 81 | 7,430,000 00 | 81,517 00 | 68,255 93 | 14,535,036 77 | 14,466,820 81 |
| East St. Louis and Carondelet..... | 420,000 00 | 200,000 00 | 51,623 61 | 11,000 00 | 631,000 00 | 620,000 00 |
| East St. Louis Connecting..... | 20,000 00 | ..... | 1,749 78 | 82,000 00 | 102,000 00 | 20,000 00 |
| Edmon County Narrow Gauge..... | 636,263 27 | 181,000 00 | 18,365 63 | 1,120,263 27 | 1,936,263 27 | 1,120,263 27 |
| Grand Tower and Carbondale..... | 50,000 00 | 600,000 00 | 97,083 33 | ..... | 650,000 00 | 650,000 00 |
| Grand Trunk Junction..... | 500,000 00 | 2,758,800 00 | 837,583 00 | ..... | 3,258,800 00 | 3,258,800 00 |
| Havana, Railroad and Eastern..... | 228,100 00 | 200,000 00 | 69,473 68 | ..... | 528,100 00 | 528,100 00 |
| Illinois Central..... | 30,000,000 00 | 32,018,000 00 | 12,671 21 | ..... | 71,018,000 00 | 71,018,000 00 |
| Illinois Midland..... | 2,000,000 00 | 4,175,000 00 | 41,773 43 | 1,807,728 00 | 8,012,728 00 | 6,175,000 00 |
| Illinois and St. Louis Railroad and Coal Co..... | 1,517,000 00 | 500,000 00 | 39,549 00 | 233,611 05 | 2,250,611 05 | 2,017,000 00 |
| Indiana, Bloomington and Western..... | 10,000,000 00 | 13,657,390 00 | 41,420 16 | 500,000 00 | 24,137,390 00 | 23,657,390 00 |
| Indiana, Illinois and Iowa..... | 3,298,000 00 | 740,000 00 | 40,656 00 | 88,000 00 | 4,126,000 00 | 4,128,000 00 |
| Indiana and Illinois Southern..... | 1,400,000 00 | 2,500,000 00 | 29,322 00 | ..... | 3,900,000 00 | 3,680,000 00 |
| Indianapolis and St. Louis..... | 500,000 00 | 2,500,000 00 | 10,983 61 | 2,773,385 35 | 3,773,385 35 | 3,000,000 00 |
| Indianapolis, Decatur and Springfield..... | 500,000 00 | 1,578,000 00 | 33,296 17 | 2,151,198 02 | 2,229,198 02 | 2,078,000 00 |
| Jacksonville Southeastern..... | 1,000,000 00 | 1,183,000 00 | 19,439 00 | 32,620 83 | 2,215,620 83 | 2,183,000 00 |

| | | | | | | |
|---|------------------|------------------|------------|-----------------|--------------------|--------------------|
| Kankakee and Seneca..... | 10,000 00 | 650,000 00 | 15,002 84 | 154,561 51 | 814,561 51 | 660,000 00 |
| Lake Erie and Western..... | 7,720,000 00 | 7,707,000 00 | 39,864 56 | ..... | 15,427,000 00 | 15,427,000 00 |
| Lake Shore and Michigan Southern..... | 50,000,000 00 | 47,466,000 00 | 95,400 83 | ..... | 97,466,000 00 | 97,466,000 00 |
| Louisville, Evansville and St. Louis..... | 5,681,457 00 | 8,121,414 49 | 62,377 00 | 1,978,528 51 | 15,781,400 00 | 13,802,871 49 |
| Michigan Central..... | 18,738,204 00 | 16,976,000 00 | 132,274 82 | ..... | 35,714,204 00 | 35,714,204 00 |
| Mobile and Ohio..... | 6,500,000 00 | 2,600,000 00 | 56,002 51 | ..... | 9,100,000 00 | 9,100,000 00 |
| Moline and Southeastern Narrow Gauge..... | 30,000,000 00 | 30,000,000 00 | 3,750 00 | ..... | 30,000 00 | 30,000 00 |
| New York, Chicago and St. Louis..... | 50,000,000 00 | 50,006,000 00 | 136,003 78 | 4,777,236 70 | 74,823,236 76 | 70,046,000 00 |
| Ohio and Mississippi..... | 24,030,000 00 | 15,870,000 00 | 61,751 70 | 1,070,403 30 | 40,970,403 39 | 39,900,000 00 |
| Pennsylvania Company..... | 30,491,085 71 | 12,510,000 00 | 91,491 67 | ..... | 43,001,085 71 | 43,001,085 71 |
| Peoria, Decatur and Evansville..... | 8,400,000 00 | 4,845,000 00 | 57,071 21 | 23,584 84 | 13,208,584 84 | 13,245,000 00 |
| Peoria and Pekin Union..... | 1,000,000 00 | 3,000,000 00 | 227,222 22 | 151,538 62 | 4,151,538 62 | 4,000,000 00 |
| Rock Island and Peoria..... | 1,500,000 00 | 600,000 00 | 18,584 07 | 27,594 82 | 2,127,594 82 | 2,100,000 00 |
| St. Louis, Alton and Terre Haute..... | 4,768,400 00 | 8,057,000 00 | 63,064 73 | 228,998 52 | 13,051,398 52 | 12,825,400 00 |
| *St. Louis Coal and Railroad Co..... | ..... | ..... | ..... | 106,702 38 | 106,702 38 | ..... |
| St. Louis, Rock Island and Chicago..... | 3,000,000 00 | 2,500,000 00 | 21,104 01 | 974,293 41 | 6,474,293 41 | 5,500,000 00 |
| Southeast and St. Louis..... | 30,000,000 00 | 61,556,254 50 | ..... | 2,149,020 10 | 93,705,274 00 | 91,556,254 50 |
| Terre Haute and Indianapolis..... | 3,924,058 10 | 4,499,000 00 | 52,031 93 | ..... | 8,423,058 10 | 8,423,058 10 |
| Toledo, St. Louis and Kansas City..... | 18,055,000 00 | 9,800,000 00 | 56,800 00 | ..... | 27,855,000 00 | 27,855,000 00 |
| *Toledo, Peoria and Western..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Wabash, St. Louis and Pacific..... | 52,626,800 00 | 80,762,009 37 | 38,238 91 | 11,585,756 13 | 144,974,565 50 | 133,388,809 37 |
| Wabash, Chester and Western..... | 230,000 00 | 221,700 00 | 5,233 00 | 29,974 52 | 501,134 52 | 471,100 00 |
| Total..... | \$714,133,228 19 | \$753,184,555 51 | ..... | \$50,306,270 03 | \$1,517,681,051 36 | \$1,407,317,783 73 |

*In the hands of a Receiver, amounts not given.

TABLE IV.—Annual Earnings, Passenger and Freight Departments—(Whole Line.)

| NAME OF COMPANY. | PASSENGER DEPARTMENT. | | | | | FREIGHT DEPARTMENT. | | |
|--|-----------------------|--|----------------|------------------------|---|---------------------|-------------------|---|
| | From passengers. | From express and extra baggage. | From mails. | From other sources. | Total receipts Passenger department. | From freights. | Other sources. | Total receipts Freight department. |
| Baltimore and Ohio..... | \$497,055 01 | | \$54,944 45 | | \$551,999 46 | \$1,421,827 81 | | \$1,421,827 81 |
| Belt Railway of Chicago..... | | | | | | 215,034 49 | | 215,034 49 |
| Caro., Vincennes and Chicago..... | 116,931 79 | \$17,161 41 | 16,722 92 | \$4,255 50 | 155,071 62 | 556,018 77 | \$833,681 50 | 389,700 27 |
| Central Iowa..... | 235,411 44 | 14,452 18 | 30,724 83 | 939 93 | 281,561 38 | 1,038,000 66 | | 1,038,000 66 |
| Champaign and Havana..... | 40,902 50 | 2,105 45 | 6,979 28 | | 49,987 23 | 183,594 77 | | 183,594 77 |
| Chicago and Alton..... | 2,232,500 19 | 157,658 44 | 137,409 81 | | 2,527,658 44 | 5,293,793 37 | | 5,293,793 37 |
| Chicago and Atlantic..... | 3,027,966 87 | 20,253 78 | 13,892 22 | 1,073 15 | 3,062,788 02 | 5,896,688 51 | 88,954 89 | 485,643 43 |
| Chicago, Burlington and Quincy..... | 3,067,827 84 | 273,639 68 | 477,078 53 | 521,004 81 | 4,365,550 86 | 11,020,981 73 | | 11,020,981 73 |
| Chicago and Eastern Illinois..... | 398,167 06 | 31,891 48 | 22,415 76 | 5,022 57 | 457,496 87 | 1,302,138 02 | 43,593 46 | 1,351,731 48 |
| Chicago and Grand Trunk..... | 685,775 45 | 31,217 01 | 25,123 02 | 1,770 19 | 743,915 70 | 2,022,783 80 | | 2,022,783 80 |
| Chicago and Iowa..... | 131,562 65 | 14,022 54 | 16,616 48 | 540 00 | 162,741 67 | 313,094 19 | 4,877 53 | 317,971 72 |
| Chicago, Milwaukee and St. Paul..... | 5,672,628 17 | 465,820 72 | 679,805 60 | 182,707 49 | 7,001,081 98 | 16,338,219 10 | | 16,338,219 10 |
| Chicago and North-Western..... | 5,664,354 02 | 375,431 55 | 181,748 89 | | 6,221,534 46 | 17,399,698 17 | | 17,399,698 17 |
| Chicago and St. Louis..... | 18,479 27 | 5,826 24 | | | 26,577 31 | 214,297 45 | 39,546 53 | 253,843 98 |
| Chicago, Rock Island and Pacific..... | 2,955,165 75 | 182,298 39 | 192,502 32 | 134,639 05 | 3,464,515 51 | 7,757,652 63 | | 7,757,652 63 |
| Chicago, St. Louis and Pittsburg..... | 1,029,169 81 | 105,054 81 | 176,482 80 | | 1,329,707 45 | 3,169,577 13 | | 3,169,577 13 |
| Chicago and Western..... | | | | | | 1,296 00 | | 1,296 00 |
| Cin., Indianapolis, St. Louis and Chicago..... | 682,223 32 | 51,943 61 | 104,033 07 | 47,210 78 | 885,510 81 | 1,331,415 08 | 296,487 88 | 1,510,901 96 |
| Chicago and Ohio River..... | 10,476 50 | | | | 10,476 50 | 47,250 91 | | 47,250 91 |
| East St. Louis and Carondelet..... | | | | | | 69,082 61 | | 69,082 61 |
| East St. Louis Connecting..... | | | | | | 100,065 45 | | 100,065 45 |
| Fulton county Narrow Gauge..... | 10,116 32 | 2,106 55 | 2,871 36 | 399 05 | 16,126 28 | 28,736 21 | | 28,736 21 |
| Grand Tower and Carbonade..... | 7,181 19 | 1,102 40 | 1,083 40 | 217 06 | 8,584 05 | 37,095 10 | | 37,095 10 |
| Havana, Railroad and Eastern..... | 10,522 35 | 1,205 00 | 3,200 17 | | 14,927 52 | 40,632 00 | | 40,632 00 |
| Illinois Central..... | 2,512,701 19 | 260,527 67 | 263,573 11 | 62,330 87 | 3,128,359 17 | 8,125,761 18 | 63,458 55 | 8,189,219 93 |
| Illinois Midland..... | 39,275 50 | 1,955 00 | 7,503 85 | | 51,714 35 | 215,068 03 | | 215,068 03 |
| Illinois and St. Louis R. R. and Coal Co..... | 33,610 23 | | | | 33,610 23 | 133,020 46 | | 133,020 46 |
| Indiana, Bloomington and Western..... | 761,500 83 | 51,520 33 | 59,536 02 | 42,525 23 | 918,091 81 | 1,391,751 25 | 83,693 83 | 1,553,445 06 |
| Indiana, Illinois and Iowa..... | 9,725 81 | 1,275 58 | 6,588 36 | | 17,589 75 | 103,470 67 | | 103,470 67 |
| Indianapolis and St. Louis..... | 143,458 53 | 49,137 91 | 32,229 00 | | 525,122 47 | 1,290,495 01 | | 1,290,495 04 |

| | | | | | | | |
|---------------------------------------|-----------------|----------------|----------------|-----------------|------------------|----------------|------------------|
| Indianapolis, Decatur and Springfield | 110,408 04 | 6,260 00 | 10,253 00 | 126,978 04 | 278,222 67 | 9,392 67 | 287,525 34 |
| Jacksonville | 53,373 86 | 2,954 76 | 5,650 22 | 61,978 82 | 96,656 26 | | 96,656 26 |
| Kankakee and Seneca | 12,757 24 | 2,400 00 | 1,800 02 | 17,400 26 | 46,819 22 | 860 52 | 47,679 79 |
| Lake Erie and Western | 286,980 67 | 21,000 00 | 27,381 42 | 336,361 49 | 749,290 48 | 74,701 92 | 823,992 00 |
| Lake Shore and Michigan Southern | 3,801,402 10 | 387,934 23 | 771,666 71 | 4,961,003 01 | 9,067,982 45 | 157,186 63 | 9,225,169 58 |
| Louisville, Evansville and St. Louis | 249,617 04 | 15,873 15 | 16,392 06 | 281,682 25 | 499,030 24 | 3,516 70 | 502,546 91 |
| Michigan Central | 3,373,359 88 | 358,423 07 | 216,548 22 | 3,996,311 09 | 7,091,664 26 | | 7,091,664 26 |
| Mobile and Ohio | 73,756 34 | 9,311 72 | 10,900 92 | 93,968 98 | 190,873 89 | | 190,873 89 |
| New York, Chicago and St. Louis | 267,261 35 | 10,789 14 | 23,663 24 | 301,516 28 | 3,122,000 62 | | 3,122,000 62 |
| Ohio and Mississippi | 1,191,589 61 | 102,657 09 | 150,457 54 | 1,441,664 24 | 2,227,255 30 | | 2,227,255 30 |
| Pennsylvania Company | 2,143,432 35 | 144,569 76 | 193,368 79 | 2,481,370 84 | 5,073,158 09 | | 5,073,158 09 |
| Peoria, Decatur and Evansville | 149,825 59 | 14,006 75 | 14,229 34 | 178,561 68 | 488,458 98 | 18,841 30 | 507,390 28 |
| Peoria and Pekin Union | 13,600 43 | 671 56 | | 14,271 99 | 33,468 51 | 182,001 15 | 215,369 96 |
| Rock Island and Peoria | 98,923 55 | 5,400 00 | 8,134 88 | 112,758 43 | 359,091 01 | 23,113 32 | 383,107 33 |
| St. Louis, Alton and Terre Haute | 133,637 09 | 16,532 31 | 15,498 24 | 165,667 64 | 554,433 53 | 24,719 21 | 579,152 71 |
| St. Louis Coal and R. R. Co. | 16,424 82 | 1,290 00 | 1,891 09 | 19,515 91 | 61,618 48 | | 61,618 48 |
| St. Louis, Rock Island and Chicago | 246,565 41 | 22,903 75 | 35,284 63 | 323,438 11 | 944,702 94 | | 944,702 94 |
| Southeast and St. Louis | 3,451,251 52 | 331,316 34 | 343,144 90 | 4,125,712 96 | 8,655,800 59 | | 8,655,800 59 |
| Terre Haute and Indianapolis | 424,236 12 | 49,954 97 | 111,106 24 | 586,094 73 | 827,650 49 | | 827,650 49 |
| Toledo, St. Louis and Kansas City | 63,146 06 | 6,961 92 | 21,265 22 | 91,373 20 | 267,888 11 | | 267,888 11 |
| Toledo, Peoria and Western | 252,108 64 | 15,400 00 | 29,412 00 | 296,901 95 | 693,205 97 | 10,103 73 | 703,309 68 |
| Wabash, St. Louis and Pacific | 2,360,255 19 | 149,831 12 | 334,606 36 | 3,777,316 58 | 8,792,360 37 | 155,866 78 | 8,948,227 35 |
| Wabash, Chester and Western | 15,562 46 | 999 86 | 2,927 76 | 19,430 48 | 56,349 45 | | 56,349 45 |
| Total | \$46,333,429 64 | \$4,103,027 29 | \$5,192,674 29 | \$57,321,677 04 | \$131,108,066 23 | \$1,311,107 65 | \$135,419,173 88 |

Includes 20 days in June, 1885. † East of the Missouri River.

TABLE V.—Total Income and Average Earnings.

| NAME OF COMPANY. | TRANSPORTATION EARNINGS. | | | AVERAGE EARNINGS. | | | | |
|--|--------------------------|---------------|----------------------------|--------------------------------|---------------------|-------------------|--------------------------------|------------------------------|
| | Passenger. | Freight. | Income from other sources. | Total income from all sources. | Passenger per mile. | Freight per mile. | Gross transportation per mile. | Net transportation per mile. |
| Baltimore and Ohio..... | 853,999 16 | 81,421,827 81 | | \$1,975,827 57 | 52,102 06 | 85,114 42 | 28,516 48 | 91,119 32 |
| Belk Railway of Chicago..... | | 215,054 49 | \$15,861 13 | 230,898 62 | | 10,090 77 | 10,090 77 | 891 79 |
| Calumet, Vincennes and Chicago..... | 155,071 62 | 389,700 27 | | 544,771 89 | 52,988 82 | 1,465 01 | 2,018 02 | 289 30 |
| Central Iowa..... | 281,561 88 | 1,058,060 66 | 18,891 97 | 1,358,513 51 | 558 67 | 2,059 73 | 2,618 40 | 683 53 |
| Chattanooga and Havana..... | 19,987 23 | 183,594 77 | 1,267 15 | 234,849 15 | 380 80 | 1,398 60 | 1,779 40 | 1,021 62 |
| Chicago and Alton..... | 2,527,793 37 | 5,293,793 37 | 55,109 56 | 7,876,561 37 | 2,976 91 | 6,231 71 | 9,211 68 | 4,296 51 |
| Chicago and Atlantic..... | 390,068 02 | 896,688 51 | 89,674 89 | 1,385,431 45 | 1,487 53 | 3,333 11 | 5,150 30 | 1,369 51 |
| Chicago, Burlington and Quincy..... | 4,365,550 86 | 11,620,981 79 | | 15,986,532 65 | 2,179 72 | 6,000 72 | 9,080 21 | 4,161 57 |
| Chicago and Eastern Illinois..... | 367,496 87 | 1,451,771 48 | 101,160 20 | 1,920,328 55 | 1,181 81 | 5,461 55 | 6,948 38 | 3,079 16 |
| Chicago and Grand Trunk..... | 713,915 70 | 2,022,783 80 | 315 00 | 2,737,014 30 | 2,194 15 | 5,966 91 | 8,161 06 | 1,355 19 |
| Chicago and Iowa..... | 162,741 67 | 317,971 72 | 35,882 05 | 516,594 81 | 1,561 81 | 3,057 42 | 4,967 26 | 1,853 08 |
| Chicago, Milwaukee and St. Paul..... | 7,001,081 98 | 16,398,219 19 | 499,859 36 | 24,499,160 11 | 1,122 79 | 5,412 26 | 4,865 05 | 1,978 67 |
| Chicago and Northwestern..... | 6,521,531 16 | 17,599,698 17 | 279,135 83 | 24,400,365 16 | 1,672 51 | 4,515 62 | 6,186 13 | 2,872 08 |
| Chicago and Ohio River..... | 10,476 50 | 47,250 91 | 4,039 98 | 61,767 39 | 121 82 | 519 42 | 671 24 | 53 81 |
| Chicago and St. Louis..... | 26,577 31 | 285,813 98 | | 310,421 29 | 177 18 | 1,892 29 | 2,069 17 | 160 65 |
| Chicago, Rock Island and Pacific..... | 3,464,515 51 | 7,757,652 03 | 815,405 71 | 12,037,573 25 | 2,504 34 | 5,607 67 | 8,112 01 | 3,215 25 |
| Chicago, St. Louis and Pittsburgh..... | 1,329,707 45 | 3,169,577 13 | 91,737 93 | 4,591,022 51 | 2,175 65 | 5,159 89 | 7,731 94 | 1,313 26 |
| Chicago and Western..... | | 1,266 00 | 2,761 78 | 4,027 78 | | 811 30 | 811 00 | |
| Chicago and Western Indiana..... | | | 688,736 51 | 688,736 51 | | | | |
| Cincinnati, Indianapolis, St. Louis and Chicago..... | 885,510 81 | 1,510,901 96 | 100,521 87 | 2,506,934 64 | 2,578 15 | 1,186 80 | 7,067 25 | 2,580 87 |
| East St. Louis and Carondelet..... | | 69,082 61 | 6,210 99 | 75,293 60 | | 5,752 09 | 5,752 09 | 863 75 |
| East St. Louis Connecting..... | | 100,065 45 | 2,911 75 | 102,977 20 | | 10,951 08 | 10,951 08 | 9,293 50 |
| Fulton County Narrow Gauge..... | 16,126 28 | 28,756 21 | | 44,882 49 | 261 35 | 471 11 | 735 77 | |
| Grand Tower and Carbondale..... | 8,929 12 | 57,005 10 | | 66,024 22 | 310 18 | 1,115 81 | 1,736 06 | 393 39 |
| Grand Trunk Junction..... | | | 137,910 00 | 137,910 00 | | | | |
| Havana, Railroad and Eastern..... | 11,986 37 | 66,032 00 | | 81,018 37 | 107 18 | 808 81 | 1,006 02 | |
| Illinois Central..... | 3,128,929 17 | 8,189,219 33 | 914,215 00 | 12,232,353 10 | 1,511 25 | 3,963 15 | 5,474 38 | 2,380 07 |
| Illinois Midland..... | 51,714 35 | 213,008 03 | | 264,722 38 | 208 76 | 1,212 53 | 1,416 30 | 101 95 |
| Illinois and St. Louis Railroad and Coal Co..... | 35,019 83 | 134,029 46 | 29,717 85 | 188,767 14 | 2,200 72 | 8,868 03 | 11,068 75 | 6,545 58 |
| Indiana, Bloomington and Western..... | 918,091 51 | 1,575,415 06 | | 2,493,506 57 | 1,725 31 | 2,969 63 | 1,685 91 | 1,648 88 |

| | | | | | | | | |
|---------------------------------------|-----------------|------------------|----------------|------------------|----------|-----------|-----------|----------|
| Indiana, Illinois and Iowa | 17,389.75 | 103,470.67 | 2,028.30 | 125,089.01 | 139.90 | 940.64 | 1,400.35 | 259.21 |
| Indianapolis and St. Louis | 525,122.47 | 1,290,495.04 | 41,397.48 | 1,849,924.99 | 1,971.18 | 4,806.66 | 6,777.84 | 1,563.68 |
| Indianapolis, Decatur and Springfield | 126,931.64 | 287,525.31 | | 414,456.38 | 822.33 | 1,885.41 | 2,717.74 | 716.16 |
| Jacksonville, Southeastern | 61,978.84 | 96,656.26 | 3,515.92 | 162,151.02 | 551.90 | 860.69 | 1,412.39 | 569.75 |
| Kankakee and Seneca | 17,469.36 | 47,679.79 | 106.36 | 65,195.45 | 111.57 | 1,127.18 | 1,528.75 | 5.40 |
| Lake Erie and Western | 336,361.49 | 825,992.00 | 33,657.29 | 1,191,010.78 | 869.35 | 2,672.98 | 3,686.62 | 498.30 |
| Lake Shore and Michigan Southern | 4,961,063.04 | 9,255,469.58 | 361,111.71 | 11,577,581.33 | 3,791.27 | 6,905.26 | 10,606.54 | 1,139.52 |
| Louisville, Evansville and St. Louis | 283,682.25 | 562,546.91 | | 786,229.19 | 1,121.27 | 2,025.88 | 3,147.15 | 824.75 |
| Michigan Central | 3,456,311.69 | 7,094,664.26 | 401,380.88 | 11,452,356.23 | 2,612.27 | 1,084.46 | 2,296.73 | 2,227.38 |
| Mobile and Ohio | 93,968.98 | 190,873.89 | 7,375.91 | 292,118.78 | 285.11 | 1,188.30 | 1,733.61 | 114.17 |
| New York, Chicago and St. Louis | 391,546.28 | 3,122,000.62 | 3,480.67 | 3,426,906.97 | 576.49 | 5,969.18 | 6,545.67 | 2,639.33 |
| Ohio and Mississippi | 1,414,664.24 | 2,227,255.30 | | 3,651,919.54 | 2,344.43 | 3,614.50 | 5,958.97 | 1,947.50 |
| Pennsylvania Company | 2,481,370.84 | 5,673,158.69 | 283,910.89 | 8,418,140.42 | 2,279.62 | 12,670.81 | 17,350.43 | 5,499.45 |
| Peoria, Decatur and Evansville | 178,561.68 | 267,390.28 | | 445,861.96 | 763.00 | 2,253.47 | 2,936.46 | 1,314.11 |
| Peoria and Pekin Union | 11,271.90 | 215,339.36 | 140,339.30 | 366,981.85 | 732.89 | 11,365.60 | 12,737.89 | 2,518.66 |
| Rock Island and Peoria | 112,758.45 | 383,107.35 | | 495,865.76 | 997.86 | 3,390.33 | 4,388.79 | 1,543.45 |
| St. Louis, Alton and Terre Haute | 163,667.64 | 573,152.74 | 156,712.28 | 1,291,522.66 | 1,269.25 | 3,436.64 | 5,164.77 | 2,164.77 |
| St. Louis Coal and Railroad Co. | 19,545.91 | 61,618.48 | 7,466.47 | 88,690.36 | 383.55 | 1,212.55 | 1,636.10 | 566.35 |
| St. Louis, Rock Island and Chicago | 325,658.11 | 941,702.91 | | 1,268,341.65 | 1,654.97 | 3,679.46 | 4,134.43 | 1,086.97 |
| Southeast and St. Louis | 4,135,712.96 | 8,655,860.59 | 385,445.01 | 13,177,018.56 | 2,040.31 | 1,270.28 | 6,340.59 | 2,258.61 |
| Terre Haute and Indianapolis | 586,694.73 | 827,650.49 | 1,266.93 | 1,417,412.15 | 3,702.43 | 5,224.58 | 8,927.01 | 2,255.27 |
| Toledo, St. Louis and Kansas City | 91,373.20 | 267,888.11 | 1,260.61 | 360,521.92 | 263.65 | 565.31 | 891.16 | 142.34 |
| Toledo, Peoria and Western | 280,801.93 | 613,409.68 | 31,613.34 | 925,825.16 | 1,136.39 | 2,182.43 | 3,618.82 | 763.40 |
| Wabash, St. Louis and Pacific | 3,777,346.58 | 8,968,227.75 | 199,710.86 | 12,945,285.19 | 1,665.35 | 3,811.40 | 5,416.73 | 1,250.22 |
| Wabash, Chester and Western | 19,430.48 | 36,319.45 | | 55,729.61 | 459.75 | 890.45 | 1,319.90 | |
| Total | \$57,329,355.91 | \$135,330,218.99 | \$6,299,599.86 | \$198,959,174.76 | | | | |

* East of the Missouri River. † Does not include earnings of Land Office in New York.

‡ Net loss per mile, \$39.02. § Net loss per mile, \$192.86.

TABLE VI.—*Earnings, Expenses and Net Income from Illinois Business.*

| NAME OF COMPANY | From Passenger department in Illinois. | From Freight department in Illinois. | From other sources in Illinois. | Total earnings in Illinois. | Operating expenses and taxes in Illinois. | Balance profit. | Balance loss. |
|--|---|---|--|-----------------------------------|--|--------------------|------------------|
| Baltimore and Ohio..... | \$12,419.99 | \$31,991.12 | | \$44,411.11 | \$29,240.14 | \$15,170.97 | |
| Big Railway of Chicago..... | | 215,034.10 | \$15,804.13 | 230,838.23 | 206,006.84 | 24,831.39 | |
| Carle, Vincennes and Chicago..... | 155,071.02 | \$86,700.27 | | \$241,771.29 | 199,301.87 | 42,469.42 | |
| Central Iowa..... | 37,354.96 | 133,681.50 | 300.00 | 191,045.91 | 178,171.61 | 12,874.30 | |
| Champaign and Havana..... | 49,587.25 | 183,391.77 | 1,267.15 | 234,280.17 | 111,306.10 | 122,974.07 | |
| Chicago and Alton..... | 1,787,502.59 | 3,933,687.61 | 32,361.48 | 5,753,551.68 | 3,108,722.32 | 2,644,829.36 | |
| Chicago and Atlantic..... | 25,477.67 | 62,708.19 | 8,731.32 | 96,916.18 | 77,578.52 | 19,337.66 | |
| Chicago, Burlington and Quincy..... | 2,353,406.78 | 6,227,162.55 | | 8,580,569.33 | 1,810,806.94 | 6,769,762.39 | |
| Chicago and Eastern Illinois..... | 295,228.29 | 1,068,512.91 | 95,105.35 | 1,458,846.55 | 801,163.19 | 657,683.36 | |
| Chicago and Grand Trunk..... | 75,433.61 | 2,065,110.55 | | 2,140,544.16 | 230,791.87 | 1,909,752.29 | |
| Chicago and Iowa..... | 102,741.07 | 317,971.72 | 35,822.65 | 456,535.44 | 341,610.80 | 114,924.64 | |
| Chicago, Milwaukee and St. Paul..... | 1,651,536.92 | 2,695,408.30 | 19,169.42 | 4,366,114.64 | 2,141,357.71 | 2,224,756.93 | |
| Chicago and Northwestern..... | 970,404.31 | 2,618,845.08 | 11,535.41 | 3,600,784.80 | 2,123,138.15 | 1,477,646.65 | |
| Chicago and Ohio River..... | 10,476.50 | 47,250.91 | 1,639.98 | 61,767.39 | 53,634.71 | 8,132.68 | |
| Chicago and St. Louis..... | 26,577.31 | 285,843.98 | | 312,421.29 | 258,187.10 | 54,234.19 | |
| Chicago, Rock Island and Pacific..... | 1,039,354.65 | 2,327,295.61 | | 3,366,650.26 | 2,246,752.29 | 1,119,897.97 | |
| Chicago, St. Louis and Pittsburgh..... | 63,303.95 | 152,139.70 | 54,344.10 | 269,587.75 | 201,642.58 | 68,945.17 | |
| Chicago and Western..... | | 1,206.00 | 2,761.78 | 4,967.78 | 4,027.78 | 940.00 | |
| Chicago and Western Indiana..... | | | 688,736.51 | 688,736.51 | | 688,736.51 | |
| Cincinnati, Indianapolis, St. Louis and Chicago..... | 79,695.97 | 138,681.17 | | 218,377.14 | 147,901.40 | 70,475.74 | |
| East St. Louis and Vandalia..... | | 62,082.61 | 6,210.99 | 68,293.60 | 61,246.32 | 7,047.28 | |
| East St. Louis Connecting..... | | 100,065.45 | 21,941.75 | 121,007.20 | 81,301.95 | 39,705.25 | |
| Fuller County Narrow Gauge..... | 16,126.28 | 28,736.51 | | 44,862.79 | 43,300.53 | 1,562.26 | |
| Grand Tower and Carbonide..... | 8,925.42 | 37,065.10 | | 46,024.52 | 43,111.57 | 2,912.95 | |
| Grand Trunk Junction..... | | | 137,940.00 | 137,940.00 | | 137,940.00 | |
| Havana, Railroad and Eastern..... | 14,986.37 | 66,032.00 | | 81,018.37 | 81,354.15 | 363.78 | |
| Illinois Central..... | 1,706,580.77 | 3,849,588.88 | 874,849.81 | 6,431,019.46 | 3,573,963.77 | 2,857,055.69 | |
| Illinois Midland..... | 51,741.35 | 215,008.63 | | 266,750.98 | 246,744.61 | 20,006.37 | |
| Illinois and St. Louis R. R. and Coal Co..... | 33,010.83 | 133,020.46 | 23,717.87 | 189,749.15 | 101,082.39 | 88,666.76 | |
| Indiana, Ellettsburg and Western..... | 211,161.11 | 362,352.36 | | 573,513.47 | 380,363.37 | 193,150.10 | |
| Indiana, Illinois and Iowa..... | 12,573.72 | 62,616.14 | | 75,190.86 | 63,701.59 | 11,489.27 | |
| Indianapolis and St. Louis..... | 363,982.23 | 806,979.17 | 30,926.62 | 1,201,888.02 | 1,025,138.88 | 176,749.14 | |
| Indianapolis, Decatur and Springfield..... | 135,136.90 | | | 135,136.90 | 152,874.77 | 41,919.71 | |
| Jacksonville Southwestern..... | 61,978.84 | 96,626.26 | 3,515.92 | 162,121.02 | 104,371.98 | 57,749.04 | |
| Kankakee and Seneca..... | 17,409.36 | 47,679.79 | 106.36 | 65,195.51 | 68,988.92 | 3,793.37 | |

| | | | | | | |
|---|-----------------|------------------|----------------|-----------------|-----------------|-----------------|
| Lake Erie and Western..... | 70,434 05 | 472,545 90 | 2,027 59 | 215,005 54 | 218,124 99 | 25,880 55 |
| Lake Shore and Michigan Southern..... | 165,722 09 | 137,345 00 | 69,961 26 | 313,028 58 | 221,708 13 | 91,320 25 |
| Louisville, Evansville and St. Louis..... | 47,512 32 | 122,902 26 | | 170,414 58 | 156,011 37 | 11,400 21 |
| Michigan Central..... | 162,983 50 | 327,583 45 | 7,949 37 | 498,466 32 | 401,768 62 | 96,697 70 |
| Mobile and Ohio..... | 93,908 98 | 190,873 89 | 7,575 91 | 272,418 78 | 224,873 38 | 67,545 40 |
| New York, Chicago and St. Louis..... | 8,675 62 | 59,406 67 | 125 49 | 68,207 78 | 62,600 94 | 5,606 84 |
| Ohio and Mississippi..... | 626,516 09 | 968,963 56 | | 1,595,419 65 | 1,184,485 81 | 410,933 84 |
| Pennsylvania Company..... | 78,163 02 | 178,704 46 | 9,258 19 | 266,125 67 | 227,611 54 | 38,514 13 |
| Peoria, Decatur and Evansville..... | 149,994 81 | 476,532 25 | | 626,524 04 | 106,108 28 | 229,415 76 |
| Peoria and Pekin Union..... | 14,271 99 | 215,369 96 | 140,329 90 | 369,981 85 | 262,488 92 | 167,492 93 |
| Rock Island and Peoria..... | 112,758 43 | 383,107 33 | | 495,865 76 | 340,857 47 | 155,008 29 |
| St. Louis, Alton and Terre Haute..... | 105,607 64 | 579,152 74 | 556,712 28 | 1,291,532 66 | 394,390 86 | 897,141 80 |
| St. Louis Coal and R. R. Co..... | 19,545 91 | 61,618 48 | 7,466 17 | 88,600 56 | 59,994 00 | 28,606 56 |
| St. Louis, Rock Island and Chicago..... | 323,638 11 | 944,702 94 | | 1,268,341 05 | 977,987 38 | 290,353 67 |
| Southeast and St. Louis..... | 262,411 21 | 467,351 38 | 6,900 55 | 736,652 14 | 633,242 67 | 103,409 47 |
| Terre Haute and Indianapolis..... | 286,094 73 | 827,050 19 | 4,266 93 | 1,417,412 15 | 1,027,086 08 | 390,326 07 |
| Toledo, Peoria and Western..... | 880,801 93 | 613,409 48 | 31,043 55 | 925,855 16 | 713,947 83 | 181,907 27 |
| Wabash, St. Louis and Pacific..... | 1,291,723 64 | 3,685,200 32 | 12,155 00 | 4,939,089 56 | 4,457,242 90 | 481,846 66 |
| Wabash, Chester and Western..... | 19,430 18 | 56,319 45 | | 55,773 61 | 67,536 16 | 11,816 55 |
| Total..... | \$15,316,104 46 | \$437,523,917 63 | \$2,837,328 97 | \$55,677,351 06 | \$35,561,452 58 | \$20,136,241 92 |
| | | | | | | \$20,313 41 |

*Mileage in Indiana being so small, no division in accounts is made.

TABLE VII.—*Expenses and Taxes—Operating Expenses and Additional Payments.*

| NAME OF COMPANY. | OPERATING EXPENSES AND TAXES. | | | | ADDITIONAL PAYMENTS. | | |
|--|-------------------------------|-------------|---|--|--|----------------------------------|----------------------------|
| | Operating expenses. | Taxes. | Operating expenses and taxes, per mile. | Proportion of operating expenses, less taxes, to earnings. | Additional real estate and construction. | Rentals, interest and dividends. | Total additional payments. |
| Baltimore and Ohio. | \$1,629,863 72 | \$64,112 58 | \$1,714,006 30 | \$6,307 15 | \$69,285 11 | \$765,998 71 | \$835,283 85 |
| East Railway of Chicago. | 196,632 19 | 19,974 65 | 216,606 84 | 9,199 00 | 19,626 00 | | 19,626 00 |
| Chicago, Vincennes and Chicago. | 111,110 12 | 57,861 39 | 149,304 51 | 1,516 76 | 694,691 65 | 18,513 25 | 714,207 28 |
| Central Iowa. | 955,135 84 | 59,718 90 | 1,034,854 74 | 1,934 81 | | 569,385 57 | 569,385 57 |
| Champaign and Havana. | 99,435 35 | 11,892 75 | 111,366 10 | 757 77 | 11,026 71 | | 11,026 71 |
| Chicago and Alton. | 1,117,874 28 | 321,629 16 | 1,439,503 44 | 1,892 21 | 380,702 00 | 2,291,856 68 | 3,172,558 68 |
| Chicago and Atlantic. | 1,016,953 08 | 91,311 11 | 1,108,264 22 | 3,780 49 | 81,058 73 | | 81,058 73 |
| Chicago, Burlington and Quincy. | 8,654,327 36 | 129,924 50 | 9,075,251 86 | 5,295 11 | 1,429,569 58 | 10,350,342 21 | 11,980,101 82 |
| Chicago and Eastern Illinois. | 956,136 54 | 54,429 84 | 1,011,566 38 | 3,867 27 | 379,002 39 | 627,797 09 | 1,006,799 48 |
| Chicago and Grand Trunk. | 2,215,282 27 | 92,636 43 | 2,307,918 70 | 6,534 75 | 136,244 35 | 153,471 61 | 589,915 99 |
| Chicago and Iowa. | 325,874 01 | 17,736 76 | 343,610 80 | 3,406 48 | 1,981 29 | 172,000 00 | 173,981 29 |
| Chicago, Milwaukee and St. Paul. | 11,292,916 32 | 715,174 80 | 11,948,391 32 | 2,896 37 | | 9,017,385 11 | 9,017,385 11 |
| Chicago and Northwestern. | 13,201,417 56 | 696,858 17 | 13,898,275 73 | 3,385 61 | 1,339,086 26 | 9,631,025 15 | 10,373,111 41 |
| Chicago and Ohio River. | 33,095 16 | 545 55 | 33,640 71 | 617 10 | 1 00 | | 1 00 |
| Chicago and St. Louis. | 211,323 84 | 17,163 26 | 258,487 10 | 1,608 82 | | | |
| Chicago, Rock Island and Pacific. | 6,732,686 75 | 392,102 91 | 7,124,789 69 | 1,866 77 | 182,796 96 | 1,647,965 91 | 5,120,022 90 |
| Chicago, St. Louis and Pittsburgh. | 3,634,069 12 | 153,401 31 | 3,809,170 43 | 6,291 48 | 579,153 59 | 1,151,437 25 | 1,731,190 84 |
| Chicago and Western. | 2,129 11 | 1,898 67 | 1,027 48 | 79 83 | | | |
| Chicago and Western Indiana. | | | | 52 80 | | | |
| Cincinnati, Indianapolis, St. Louis and Chicago. | 1,480,491 47 | 50,559 52 | 1,539,061 79 | 1,024 29 | 118,111 36 | 330,000 32 | 679,105 29 |
| East St. Louis and Grand-trunk. | | | | 58 58 | | 811,352 56 | |
| East St. Louis Connecting. | 58,631 05 | 2,615 77 | 61,246 82 | 1,881 85 | | | |
| East St. Louis and North-Western. | 77,356 77 | 7,111 51 | 84,500 48 | 7,022 45 | 7,426 33 | 11,000 00 | 11,000 00 |
| Fullon County Narrow Gauge. | 47,263 23 | 2,037 00 | 49,300 23 | 774 81 | | 1,107 31 | 8,333 65 |
| Grand Tower and Carbonate. | 35,219 96 | 7,391 61 | 42,611 57 | 105 00 | | | |
| Havana Railroad and Eastern. | 81,334 15 | | 81,334 15 | 77 61 | 1,365 00 | | 1,365 00 |
| Illinois Central. | 6,400,319 14 | 550,185 45 | 6,950,504 59 | 3,097 31 | 18,657 11 | | 18,657 11 |
| Illinois Midland. | 258,714 61 | 8,000 00 | 246,714 61 | 3,097 31 | 71,225 12 | 5,408 08 56 | 5,408 08 56 |
| Illinois and St. Louis Railroad and Coal Co. | 9,517 11 | 101,082 39 | 6,104 45 | 18 29 | 1,378 61 | | 4,258 61 |
| Indiana, Bloomington and Western. | 1,616,111 54 | 37,612 25 | 1,653,723 79 | 3,037 96 | 5,500 00 | 51,916 19 | 56,416 19 |
| Indiana, Illinois and Iowa. | 90,217 39 | 11,273 45 | 100,220 54 | 61 81 | 67,766 19 | 934,364 79 | 1,002,130 98 |
| | | | | 72 50 | 25,159 70 | | 25,159 70 |

| | | | | | | | |
|---------------------------------------|------------------|----------------|------------------|----------------|----------------|-----------------|--------------|
| Indianapolis and St. Louis | 1,405,197 35 | 63,482 80 | 1,408,680 15 | 5,274 77 | 75 96 | 128,208 83 | 128,208 83 |
| Indianapolis, Decatur and Springfield | 305,231 42 | 26,624 07 | 325,265 49 | 2,001 45 | 73 00 | 15,915 11 | 86,157 45 |
| Jacksonville Southeastern | 91,651 51 | 9,719 73 | 104,371 28 | 842 84 | 59 66 | 70,242 34 | |
| Kankakee and Geneva | 61,317 33 | 4,671 49 | 68,988 82 | 1,620 50 | 48 70 | | |
| Lake Erie and Western | 978,687 22 | 51,587 59 | 1,033,274 81 | 2,524 29 | 82 40 | 15,963 32 | 72,542 40 |
| Lake Shore and Michigan Southern | 8,668,972 39 | 517,334 12 | 9,185,406 51 | 6,467 00 | 59 46 | 189,271 29 | 4,539,031 33 |
| Louisville, Evansville and St. Louis | 7,669,972 67 | 19,861 29 | 7,689,833 36 | 2,252 85 | 72 00 | 317,314 24 | 322,960 14 |
| Michigan Central | 7,674,576 51 | 297,160 71 | 7,944,737 25 | 5,068 34 | 69 47 | 6,100 00 | 1,190,382 85 |
| Mobile and Ohio | 213,569 26 | 11,364 12 | 224,873 38 | 1,329 44 | 73 00 | 52,400 00 | |
| New York, Chicago and St. Louis | 2,356,906 22 | 115,719 80 | 2,472,626 02 | 1,506 31 | 68 77 | 12,636 15 | 12,636 15 |
| Ohio and Mississippi | 2,190,555 91 | 107,152 48 | 2,297,708 39 | 616 29 | 62 85 | 62,641 89 | 1,110,898 08 |
| Pennsylvania Company | 3,367,746 72 | 390,061 67 | 3,757,808 39 | 11,420 48 | 63 58 | | |
| Peoria, Decatur and Evansville | 104,282 35 | 38,299 63 | 142,682 00 | 1,004 69 | 54 22 | 77,487 27 | 271,578 21 |
| Peoria and Pekin Union | 183,746 08 | 18,723 81 | 202,469 89 | 10,209 23 | 49 39 | 205,848 50 | 296,848 30 |
| Rock Island and Peoria | 321,466 93 | 19,380 51 | 340,847 47 | 27,808 38 | 61 82 | 117,000 00 | 135,680 62 |
| St. Louis, Alton and Terre Haute | 366,046 69 | 28,314 47 | 394,360 86 | 2,671 87 | 49 00 | 33,690 00 | 845,356 16 |
| St. Louis Coal and Railroad Company | 73,048 65 | 6,915 35 | 79,964 00 | 1,069 73 | 65 40 | 50,360 65 | 75,825 27 |
| St. Louis, Rock Island and Chicago | 925,465 73 | 12,821 65 | 937,987 38 | 3,618 58 | 73 80 | 15,737 71 | 301,954 91 |
| Southeast and St. Louis | 8,213,255 32 | 376,844 12 | 8,584,109 74 | 1,651 40 | 62 33 | 663,700 40 | 209,241 61 |
| Terre Haute and Indianapolis | 971,962 76 | 53,453 32 | 1,027,686 08 | 6,140 00 | 48 00 | 45,511 21 | |
| Toledo, Peoria and Western | 765,575 55 | 38,372 34 | 743,947 89 | 2,835 42 | 78 90 | 61,386 26 | 61,386 26 |
| Wabash, St. Louis and Pacific | 9,803,800 43 | 115,894 83 | 10,219,695 26 | 4,166 51 | 76 90 | 22,972 13 | 1,944,111 67 |
| Wabash, Chester and Western | 63,329 85 | 3,666 31 | 67,596 16 | 1,512 78 | 111 00 | 12,410 23 | 31,642 46 |
| Total | \$121,496,731 74 | \$6,429,271 58 | \$127,625,963 12 | \$7,362,752 47 | \$6,845,277 90 | \$65,408,630 37 | |

East of the Missouri River.

TABLE VIII. — *General Exhibit. Net Income, Taxes, Rentals, Etc.*

| NAME OF COMPANY. | INCOME, EXPENSES AND TAXES. | | | | INTEREST. | | RENTALS. | | Excess of operating expenses and taxes over gross receipts. |
|---|--------------------------------|--------------------------------|--------------|---|-----------------|-------------------|------------------------------|--------------|---|
| | Total income from all sources. | Operating expenses less taxes. | Taxes. | Excess of income over operating expenses and taxes. | On funded debt. | On unfunded debt. | Extraordinary expenses, etc. | Net income. | Deficit. |
| Baltimore and Ohio | \$1,953,225 25 | \$1,679,893 72 | \$91,112 78 | \$280,820 97 | \$61,610 00 | \$301,358 71 | \$100,000 00 | | \$536,177 71 |
| Belk Railway of Chicago | 290,798 62 | 196,022 19 | 13,971 63 | 111,804 80 | | | | | \$83,115 22 |
| Carrie, Vincennes & Chicago | 544,711 89 | 111,100 12 | 57,864 39 | 375,467 38 | 18,313 23 | | | \$76,951 15 | |
| Central Iowa | 1,328,313 87 | 975,133 81 | 59,718 90 | 303,659 23 | 513,910 00 | | 55,415 37 | | 263,726 31 |
| Champaign and Havana | 234,819 15 | 99,133 35 | 11,892 75 | 120,183 05 | | | | 120,183 05 | |
| Chicago and Alton | 7,876,361 37 | 4,115,871 28 | 321,629 16 | 3,438,860 93 | 685,677 29 | | 699,035 18 | 2,022,285 25 | |
| Chicago and Atlantic | 1,385,431 15 | 1,016,953 08 | 91,311 11 | 277,166 96 | 396,220 00 | 29,673 15 | 176,187 92 | | 311,911 11 |
| Chic. Burlington & Quincy | 29,179,819 51 | \$13,334,633 11 | \$829,333 87 | 12,016,452 56 | 1,325,561 50 | | 151,272 98 | 7,336,618 08 | |
| Chicago and Eastern Illinois | 1,823,288 55 | 957,136 51 | 51,429 84 | 811,831 17 | 332,190 00 | 9,091 75 | 211,512 31 | 259,631 08 | |
| Chicago and Grand Trunk | 2,767,211 50 | 2,230,395 63 | 92,626 15 | 444,213 01 | 237,330 22 | 121,718 67 | 81,561 15 | | |
| Chicago and Iowa | 516,201 81 | 323,871 01 | 17,736 76 | 171,984 01 | 172,000 00 | | | 2,984 01 | |
| Chic., Milwaukee and St. Paul | 21,439,190 11 | 11,292,916 52 | 715,171 80 | 9,430,992 73 | 6,139,506 18 | | | 3,351,292 61 | |
| Chicago and Northwestern | 21,000,368 46 | 13,201,117 56 | 696,828 17 | 10,202,092 73 | 5,531,521 15 | | 58,000 00 | 4,912,571 58 | |
| Chicago and Ohio River | 61,767 39 | 33,097 16 | 537 55 | 8,132 68 | | | | 8,132 68 | |
| Chicago and St. Louis | 310,121 20 | 211,323 81 | 17,163 26 | 51,934 19 | | | | | |
| Chic., Rock Island and Pacific | 12,067,323 85 | 6,732,686 75 | 392,162 91 | 4,912,783 29 | 1,211,000 00 | | 166,779 94 | 3,232,063 67 | |
| Chic., St. Louis and Pittsburgh | 1,585,052 11 | 3,651,030 12 | 135,101 31 | 773,822 08 | 985,006 50 | 115,206 74 | 21,221 01 | | 355,585 17 |
| Chicago and Western | 4,057 78 | 2,129 11 | 1,898 67 | | | | | | |
| Chicago and Western Indiana | 688,736 31 | 688,736 31 | | | 530,660 32 | | 50,000 00 | 108,076 32 | |
| Chic., Ind., St. L. and Chi. | 2,526,351 61 | 1,180,191 17 | 58,570 32 | 396,872 85 | 621,251 56 | | 18,813 70 | 315,791 59 | |
| East St. Louis & Carondelet | 75,323 60 | 58,631 63 | 2,635 77 | 11,076 78 | 11,000 00 | | | 76 78 | |
| East St. Louis Connecting | 163,007 20 | 77,356 77 | 7,111 51 | 18,565 92 | | 1,167 34 | 10,430 01 | 6,918 51 | |
| Fulton Co. Narrow Gauge | 11,882 19 | 12,263 25 | 2,637 60 | | | | | | 1,117 71 |
| Grand Tower and Carbonado | 16,621 52 | 35,719 96 | 7,301 61 | 2,912 55 | | | | 2,912 55 | |
| Grand Trunk Junction | 137,910 00 | | | 137,910 00 | | | | 137,910 00 | |
| Havana, Randolph & Eastern Illinois Central | 81,018 37 | 81,331 15 | | | | | | | 315 78 |
| Illinois Central | 12,298,629 11 | 7,092,848 99 | 536,187 15 | 4,655,625 00 | 2,333,569 53 | | 629,179 21 | 1,962,576 56 | |
| Illinois Midland | 266,779 12 | 228,711 61 | | 29,067 77 | | | | 29,067 77 | |
| Ill. & St. L. R. & Coal Co. | 189,719 27 | 91,365 28 | 9,317 11 | 88,666 73 | 31,000 00 | 26,916 19 | | 36,750 51 | |
| Ind., Elkhartington & Western | 2,193,536 87 | 1,616,110 51 | 37,612 25 | 829,753 08 | 576,701 78 | | 312,795 79 | | 29,711 29 |

| | | | | | | | | | |
|-------------------------------------|------------------|------------------|---------------|----------------|-----------------|----------------|----------------|-----------------|----------------|
| Indiana, Illinois and Iowa..... | 123,089 04 | 89,247 39 | 11,273 15 | 22,568 47 | 170,000 00 | 141,463 60 | 1,361 28 | 21,297 19 | 283,218 76 |
| Indianapolis and St. Louis..... | 1,869,924 90 | 1,105,197 35 | 63,482 80 | 381,244 81 | 126,000 00 | 111,463 60 | 450,000 00 | | 36,809 11 |
| Ind'p's, Decatur & Springfield..... | 416,456 38 | 305,251 42 | 29,024 07 | 89,190 89 | 170,242 34 | | | | 12,462 60 |
| Jacksonville-Southwestern..... | 162,153 02 | 94,651 54 | 9,719 74 | 57,779 74 | 39,000 00 | | | | 43,113 20 |
| Kankakee and Seneca..... | 64,545 62 | 61,317 33 | 4,671 49 | | | | | | |
| Lake Erie & Western..... | 1,104,000 78 | 978,687 22 | 54,587 59 | 160,725 97 | 3,847,015 00 | 56,549 08 | 22,237 33 | 81,649 56 | |
| Lake Shore & Mich. Southern..... | 11,577,581 33 | 8,068,072 36 | 517,354 12 | 5,392,177 82 | 3,394,000 00 | 43,161 02 | 430,110 63 | 1,106,652 19 | |
| Louisville & St. L..... | 786,259 19 | 497,972 37 | 37,861 20 | 196,385 83 | 394,000 00 | | 13,314 24 | | 164,079 43 |
| Michigan Central..... | 11,452,556 25 | 7,677,576 51 | 267,160 71 | 3,307,618 98 | 2,483,163 64 | | 95,310 00 | 927,203 91 | |
| Mobile and Ohio..... | 252,418 78 | 213,569 56 | 11,364 12 | 67,545 40 | 52,000 00 | | | 15,115 40 | |
| N. Y., Chicago and St. Louis..... | 3,426,996 97 | 2,376,906 22 | 115,719 80 | 954,370 95 | 1,026,145 11 | 14,612 70 | 291,260 61 | 633,140 34 | |
| Ohio and Mississippi..... | 3,671,919 54 | 2,490,555 91 | 107,152 48 | 1,071,211 15 | | | 7,225 38 | 25,957 96 | |
| Pennsylvania Company..... | 8,448,440 42 | 5,367,746 72 | 300,061 67 | 2,780,622 63 | | | 3,243,681 31 | | 162,849 31 |
| Peoria, Decatur & Evansville..... | 745,861 96 | 404,382 37 | 38,269 63 | 303,179 96 | 165,129 00 | | 28,670 97 | 109,088 99 | |
| Peoria and Pekin Union..... | 369,981 85 | 183,766 08 | 18,722 81 | 167,492 43 | 135,000 00 | 8,640 00 | 8,207 25 | 15,255 68 | |
| Rock Island and Peoria..... | 465,863 76 | 321,466 33 | 19,380 54 | 155,008 20 | 12,000 00 | | | 113,008 29 | |
| St. Louis, Alton & Terre Haute..... | 1,201,532 66 | 577,828 19 | 28,344 17 | 355,330 00 | 469,000 00 | 8,651 40 | 196,872 91 | 429,805 66 | |
| St. Louis Coal and R. R. Co..... | 88,600 56 | 53,018 65 | 6,945 35 | 28,606 56 | | | 22,924 62 | 5,681 94 | |
| St. L., Rock Island & Chicago..... | 1,298,341 65 | 935,165 73 | 42,821 65 | 290,353 67 | 175,000 00 | 57,736 31 | 53,397 92 | 1,199 41 | |
| Southeast and St. Louis..... | 43,584,825 65 | 8,213,295 32 | 370,814 42 | 4,800,716 01 | 14,272,912 75 | | | 327,803 26 | |
| Terre Haute and Indianapolis..... | 1,417,442 15 | 971,962 76 | 55,123 32 | 380,326 07 | 314,930 00 | | | 75,386 07 | |
| Toledo, St. L. & Kansas City..... | 360,521 92 | | | | | | | | |
| Toledo, Peoria and Western..... | 891,211 61 | 705,575 55 | 38,372 34 | 150,263 72 | | | 60,802 42 | 89,460 80 | |
| Wabash, St. Louis & Pacific..... | 12,965,262 49 | 9,803,800 43 | 415,894 83 | 2,725,589 03 | 1,114,678 91 | 94,731 70 | 770,700 16 | 716,079 16 | |
| Wabash, Chester & Western..... | 55,779 61 | 63,929 85 | 3,666 31 | | 17,660 00 | | 1,572 25 | | |
| Total..... | \$209,685,210 80 | \$126,365,881 90 | 56,857,680 95 | 575,912,119 40 | \$89,975,656 12 | \$1,062,213 53 | \$8,811,822 42 | \$28,755,879 02 | \$2,705,875 61 |
| | | | | | | | | | \$20,963 27 |

Includes interest on unfunded debt.

Includes rents.

Includes both east and west of the Missouri River.

Includes earnings of Land Office in New York.

Includes earnings from investments.

TABLE IV.—Dividends Declared, Balances, and Balances Carried Forward to Next Year.

| NAME OF COMPANY. | DIVIDENDS DECLARED | | BALANCES. | | BALANCES FROM LAST YEAR. | | BALANCES CARRIED FORWARD TO NEXT YEAR. | |
|---|--------------------|----------------|-----------------|--------------|--------------------------|----------------|--|--|
| | Per cent | Common stock | Preferred stock | Profit. | Loss. | Profit. | Loss. | |
| Baltimore and Ohio..... | | | | \$76,354.45 | \$536,477.71 | \$1,337,647.55 | \$1,823,925.92 | |
| Pitt. Railway of Chicago..... | | | | | 85,113.22 | 243,656.18 | 728,769.16 | |
| Carb. A. Mearns and Chicago | | | | 120,183.05 | 265,726.31 | 562,289.62 | 68,749.67 | |
| Central Iowa..... | | | | | | 123,929.96 | | |
| Campanian and Havana..... | | | | | | | | |
| Chicago and Alton..... | 8 | \$1,497,104.00 | | 615,181.25 | 311,911.14 | 2,169,887.91 | 2,123,472.36 | |
| Chicago and Atlantic..... | | | | | | | | |
| Chicago, Burlington and Quincy | 8 | 6,410,632.00 | | 1,125,966.08 | 10,386,631.72 | 11,161,384.65 | 1,114,882.75 | |
| Chicago and Eastern Illinois | 5 1/2 | 75,000.00 | | 181,631.08 | | 331,012.48 | 515,016.56 | |
| Chicago and Grand Trunk | | | | | | 2,356.79 | 2,356.79 | |
| Chicago and Iowa..... | | | | 2,984.04 | | 312,736.16 | 313,289.00 | |
| Chicago, Milwaukee and St. Paul | 6 | 1,545,213.00 | | 173,213.68 | | 5,312,564.79 | 5,901,317.60 | |
| Chicago and Northwestern..... | 6 | 1,881,894.00 | | 1,168,067.58 | | 11,491,099.66 | 11,491,099.66 | |
| Chicago and Ohio River..... | | | | | | | 8,432.68 | |
| Chicago and St. Louis..... | | | | | | | | |
| Chicago, Rock Island and Pacific | 8 | 2,357,186.00 | | 294,817.65 | 375,583.47 | 1,326,923.85 | 1,626,841.50 | |
| Chicago, St. Louis and Pittsburgh | | | | | | | 762,579.90 | |
| Chicago and Western Indiana | | | | 108,076.22 | | 75,098.66 | 182,714.88 | |
| Cin. Indianapolis, St. Louis and Chicago | 3 | 210,000.00 | | 133,794.59 | | 1,024,138.61 | 1,157,353.53 | |
| East St. Louis and Cairo-and-her | | | | 76.78 | | 9,167.21 | 9,182.99 | |
| East St. Louis Connecting | | | | 6,948.54 | | 95,879.40 | 104,827.94 | |
| Fullon County Narrow Gauge | | | | | 1,117.71 | 6,827.32 | 2,109.58 | |
| Grand Tower and Carbondale | | | | 2,912.95 | | | | |
| Grand Trunk Junction..... | | | | 137,940.00 | | 137,940.00 | 137,940.00 | |
| Havana, Rantoul and Eastern | | | | | 315.78 | 1,893.11 | 1,577.36 | |
| Illinois Central..... | 7 1/2 | 2,475,000.00 | | | | | 9,930.42 | |
| Illinois Midland..... | | | | | | | | |
| Illinois and St. Louis R. R. and Coal Co. | | | | 20,057.77 | 212,123.41 | 5,928,385.68 | 1,816,162.24 | |
| Indiana, Elkhartington and Western | | | | 33,750.51 | | 3,133.73 | 16,904.61 | |
| Indiana, Elkhartington and Western | | | | | 79,714.29 | 252,649.51 | 218,898.95 | |
| Indiana, Elkhartington and Western | | | | | | 74,036.97 | 3,467.32 | |
| Indiana, Elkhartington and Western | | | | 21,297.19 | | 1,298.16 | 1,292.82 | |

| | | | | | | |
|---------------------------------------|---|-----------------|----------------|----------------|----------------|-----------------|
| Indianapolis and St. Louis | | 283,218.76 | | 1,371,075.60 | | 1,752,294.36 |
| Indianapolis, Decatur and Springfield | | 31,809.11 | | | | 36,809.11 |
| Jacksonville-Southeastern | | 12,462.60 | 33,121.46 | | 29,628.86 | 132,516.34 |
| Kankakee and Seneca | | 13,143.20 | | 88,873.11 | | 342,080.12 |
| Lake Erie and Western | | 81,619.56 | | 623,729.68 | | |
| Lake Shore and Michigan Southern | | | 5,713,728.77 | | 6,375,965.26 | |
| Louisville, Evansville and St. Louis | | 164,679.43 | | 679,767.51 | | 872,360.52 |
| Michigan Central | | 927,203.94 | 5,418,357.12 | | 6,181,252.41 | |
| Mobile and Ohio | | 13,345.40 | | 2,336.27 | 12,949.13 | |
| New York, Chicago and St. Louis | | 653,110.31 | 45,018.61 | | 708,138.98 | |
| Ohio and Mississippi | | 25,957.96 | | 6,649,569.11 | | 6,579,498.33 |
| Pennsylvania Company | | | | 412,128.08 | | 874,577.39 |
| Peoria, Decatur and Evansville | | 109,688.99 | 22,021.27 | | 13,911.83 | |
| Peoria and Pekin Union | 3 | 14,970.00 | 191,659.63 | | 152,704.06 | |
| Rock Island and Peoria | 5 | 75,000.00 | 29,711.32 | | 198,386.51 | |
| | | 38,007.53 | 169,378.98 | | | |
| St. Louis, Alton and Terre Haute | | | 2,614.34 | 668,763.55 | 622,519.21 | |
| St. Louis Coal and R. R. Co. | 5 | 123,420.00 | | 4,723.59 | 10,401.79 | |
| St. Louis, Rock Island and Chicago | | | | 109,394.99 | 113,791.63 | |
| Terre Haute and Indianapolis | | | | 406,696.78 | 482,092.65 | |
| Toledo, Peoria and Western | | | | | 59,708.69 | |
| | | 80,160.80 | | | | |
| Wabash, St. Louis and Pacific | | | 713,079.16 | | | 6,103,129.95 |
| Wabash, Chester and Western | | | 31,018.78 | 6,799,256.98 | | 35,649.33 |
| Total | | \$16,462,419.06 | \$3,018,895.90 | \$8,992,008.14 | \$3,010,127.71 | \$21,024,779.92 |

Includes dividends on preferred stock.

TABLE N. *Traffic, Passengers Carried.*

| NAME OF COMPANY. | THROUGH. | | LOCAL. | | Total number of passengers carried. | Number of passengers carried one mile. | Average No. of cars in train. | Average No. passengers in car. | Average No. of miles traveled by each passenger. | Average receipts per passenger per mile, in cents. |
|---|-------------|--------------|-------------|--------------|-------------------------------------|--|-------------------------------|--------------------------------|--|--|
| | Whole line. | In Illinois. | Whole line. | In Illinois. | | | | | | |
| Baltimore and Ohio | 330,155 | | | | 330,155 | 29,658,575 | 3.00 | 55.00 | 2.00 | 70 |
| Caro, Vincennes and Chicago | 251,561 | 251,561 | 251,605 | 251,605 | 255,166 | 4,415,402 | 3.00 | 17.50 | 17.50 | 1.20 |
| Central Iowa | 28,388 | 3,148 | 287,780 | 58,954 | 316,168 | 1,181,506 | 2.15 | 19.02 | 19.02 | 1.37 |
| Champaign and Havana | 1,345 | 1,345 | 399,481 | 399,481 | 100,826 | 1,471,532 | | 11.57 | 11.57 | 80 |
| Chicago and Alton | 125,285 | | 1,063,279 | | 1,726,564 | 110,133,995 | 6.00 | 16.00 | 63.75 | 1.30 |
| Chicago and Atlantic | 66,731 | 4,671 | 155,149 | 10,800 | 221,881 | 22,191,781 | 4.00 | 9.50 | 100.00 | 1.61 |
| Chicago, Burlington and Quincy | 3,964,177 | 2,768,664 | | | 3,964,177 | | 5.40 | 9.50 | | |
| Chicago and Eastern Illinois | 32,541 | 23,650 | 1,037,985 | 981,835 | 1,070,524 | 16,029,125 | 3.00 | 11.00 | 15.00 | 1.90 |
| Chicago and Grand Trunk | 119,669 | 12,131 | 399,849 | 40,545 | 519,518 | 44,405,293 | 6.00 | 26.70 | 85.50 | 1.68 |
| Chicago and Iowa | 45,779 | 15,779 | 161,791 | 161,791 | 297,573 | | 3.61 | | | |
| Chicago, Milwaukee and St. Paul | 187,229 | 130,360 | 5,050,848 | 1,864,188 | 5,238,087 | 231,103,168 | 4.00 | 12.00 | 41.12 | 1.65 |
| Chicago and Northwestern | 9,733,498 | 6,161,575 | | | 9,733,498 | 241,220,878 | 1.56 | 11.00 | 24.00 | 1.35 |
| Chicago and Ohio River | 17 | 17 | 19,021 | 19,021 | 19,008 | 297,780 | | | | |
| Chicago, Rock Island and Pacific | 108,851 | 115,325 | 3,025,492 | 1,897,433 | 3,234,316 | 131,357,403 | 5.00 | 11.00 | 41.00 | 1.50 |
| Chicago, St. Louis and Pittsburg | 107,022 | 3,139 | 361,570 | 46,135 | 1,008,642 | 45,290,450 | 1.59 | 11.12 | 42.58 | 1.51 |
| Cincinnati, Indianapolis, St. Louis and Chicago | 103,048 | | 725,748 | | 891,796 | 31,812,992 | 5.00 | 31.75 | 35.55 | 1.70 |
| Clinton County Narrow Gauge | | | 21,769 | 21,769 | 24,769 | 619,225 | 2.00 | 20.00 | 25.00 | 1.70 |
| Evansville, Hamilton and Eastern Illinois Central | 164,735 | | 31,151 | 31,639 | 34,151 | | | | | |
| Illinois and St. Louis Railroad and Coal Co. | 164,735 | 164,735 | 4,585,012 | 4,585,012 | 1,719,747 | 40,701,664 | 2.00 | 32.00 | 55.71 | 1.90 |
| Indiana, Bloomington and Western Indiana, Illinois and Iowa | 56,747 | | 799,276 | | 826,023 | 31,511,470 | 5.00 | 17.00 | 62.10 | 2.10 |
| Indianapolis and St. Louis | 56,131 | 34,991 | 14,127 | 14,127 | 390,307 | 390,307 | 2.00 | 16.00 | 17.00 | 2.10 |
| Indianapolis, Decatur and Springfield | 15,183 | | 418,182 | 312,831 | 498,313 | 29,109,610 | 3.00 | 19.00 | 10.50 | 1.50 |
| Jacksonville, Southeastern | | | 111,169 | | 126,652 | 4,506,473 | 3.18 | 6.11 | 35.60 | 1.45 |
| Kankakee and Seneca | 66,364 | 66,364 | 18,888 | 18,888 | 85,252 | 501,284 | 2.00 | 13.50 | 19.97 | 1.32 |
| Lake Erie and Western | 8,758 | 6,028 | 113,068 | 80,496 | 141,826 | 11,617,431 | 3.00 | 11.80 | 26.00 | 1.47 |
| Lake Shore and Michigan Southern | 80,888 | | 218,572 | | 3,588,561 | 184,811,046 | 6.00 | 30.00 | 31.00 | 1.05 |
| Louisville, Evansville and St. Louis | 55,455 | 66,889 | 271,261 | 237,480 | 296,719 | 10,098,062 | 3.00 | 11.00 | 30.00 | 1.80 |
| Michigan Central | 89,110 | 75,390 | 2,576,435 | 257,560 | 2,400,584 | 179,929,181 | 3.00 | 15.00 | 45.00 | 1.91 |

| | | | | | | | | |
|--|-------------------------|-------------------------|-------------------------|---------------|--------|--------|----------|-------|
| Mobile and Ohio..... | 117,610 | 117,610 | 117,610 | 2,730,165 | 2 00 | 331 00 | 25 00 | 2 70 |
| New York, Chicago and St. Louis..... | 144,319 | 144,319 | 144,319 | 16,432,005 | 3 10 | 15 10 | 25 37 | 1 63 |
| Ohio and Mississippi..... | 928,801 | 928,801 | 928,801 | 57,441,868 | 6 00 | 11 00 | 51 87 | 2 67 |
| Pennsylvania Company..... | 3,122,311 | 3,122,311 | 3,122,311 | 112,889,073 | 6 00 | 11 00 | 31 35 | 1 89 |
| Peoria, Decatur and Evansville..... | 225,654 ² | 225,654 ² | 225,654 ² | 5,656,278 | 3 00 | | 25 20 | 2 61 |
| Peoria and Pekin Union..... | 65,010 | 65,010 | 65,010 | | | | | |
| Rock Island and Peoria..... | 150,137 | 150,137 | 150,137 | 3,471,001 | 2 00 | | 22 00 | 2 52 |
| St. Louis, Alton and Terre Haute..... | 180,286 | 180,286 | 180,286 | 5,654,271 | 3 00 | 25 00 | 27 75 | 2 36 |
| St. Louis Coal and Railroad Company..... | 39,741 | 39,741 | 39,741 | | | | | |
| St. Louis, Rock Island and Chicago..... | 317,432 | 317,432 | 317,432 | | 3 10 | 6 40 | | |
| Southeast and St. Louis..... | 3,428,823 | 3,428,823 | 3,428,823 | 9,107,055 | | | | 2 50 |
| Terre Haute and Indianapolis..... | 215,376 | 215,376 | 215,376 | 18,004,470 | 6 00 | 10 00 | 60 00 | 2 31 |
| Toledo, Peoria and Western..... | 341,891 | 341,891 | 341,891 | 9,423,667 | | | 25 70 | 2 56 |
| Wabash, St. Louis and Pacific..... | 2,500,328 | 2,500,328 | 2,500,328 | 123,805,266 | 4 60 | 9 80 | 44 90 | 1 58 |
| Wabash, Chester and Western..... | 30,828 | 30,828 | 30,828 | 553,869 | 2 00 | 12 30 | 17 30 | 2 79 |
| Total..... | 16,904,476 ² | 16,904,476 ² | 16,904,476 ² | 1,717,816,337 | 131 89 | 531 98 | 1,398 59 | 92 13 |

TABLE XI.—Traffic. Tons of Freight Carried.

| NAME OF COMPANY. | THROUGH. | | LOCAL. | | Total number of tons of freight carried | Number of tons of freight carried one mile | Average number of cars in train | Average number tons freight in car | Average receipts per ton freight per mile—cts. | Average cost per ton freight per mile—cts. | Proportion of freight carried in Illinois |
|---|-------------|--------------|-------------|--------------|---|--|---------------------------------|------------------------------------|--|--|---|
| | Whole line. | In Illinois. | Whole line. | In Illinois. | | | | | | | |
| Baltimore and Ohio | 1,131,638 | 981,720 | 192,228 | 32,673 | 1,323,866 | 373,638 | 263 | 4.00 | 1.8 | 50 | 78.30 |
| Carver, Vincennes and Chicago | 125,638 | 125,638 | 153,632 | 153,632 | 279,270 | 39,821 | 191 | 4.00 | 1.71 | 50 | 97.00 |
| Central Iowa | 138,953 | 42,488 | 602,200 | 131,176 | 741,133 | 79,078 | 61 | 1.11 | 1.41 | 1.42 | 35.50 |
| Champaign and Havana | 163,167 | 163,167 | 69,833 | 69,833 | 172,910 | 7,005 | 17 | 11.36 | 1.41 | 1.42 | 100.00 |
| Chicago and Alton | 944,633 | 427,537 | 2,023,250 | 2,700,326 | 4,747,877 | 540,196 | 826 | 12.61 | 1.97 | | |
| Chicago and Atlantic | 627,145 | 14,600 | 318,189 | 22,273 | 945,424 | 212,168 | 914 | 9.00 | 1.2 | 33 | 7.00 |
| Chicago, Burlington and Quincy | 1,814,647 | 1,814,647 | 3,798,241 | 2,597,171 | 5,612,888 | 1,332,320 | 215 | 31.10 | 1.78 | | |
| Chicago and Eastern Illinois | 383,644 | 370,548 | 1,040,167 | 993,617 | 1,423,808 | 183,194 | 367 | 8.16 | 1.71 | 10 | 95.81 |
| Chicago and Grand Trunk | 1,107,794 | 112,330 | 318,491 | 32,295 | 1,426,288 | 575,346 | 216 | 12.50 | 1.6 | 54 | 10.14 |
| Chicago and Iowa | 582,006 | 582,006 | 187,991 | 187,991 | 770,000 | 172,000 | 17 | 12.1 | | | 100.00 |
| Chicago, Milwaukee and St. Paul | 538,664 | 131,316 | 6,040,343 | 1,366,920 | 6,549,004 | 1,332,320 | 215 | 16.00 | 1.95 | | |
| Chicago and Northwest | 8,549,455 | 7,765,131 | | | 8,549,455 | 1,491,372 | 338 | 20.00 | 1.79 | | |
| Chicago and Ohio River | 1,453 | 1,453 | | | 1,453 | 1,453 | 20 | 17.25 | 1.78 | | |
| Chicago, Rock Island and Pacific | 2,024,312 | 1,665,447 | 1,299,159 | 977,924 | 3,323,471 | 742,719 | 679 | 30.00 | 2.1 | | |
| Chicago, St. Louis and Pittsburgh | 1,762,301 | 84,600 | 1,222,821 | 58,636 | 3,043,728 | 588,117 | 121 | 13.16 | 1.6 | 43 | 1.80 |
| Cincinnati, Indianapolis, St. Louis and Chicago | 1,051,879 | | 463,062 | | 1,514,941 | 172,811 | 637 | 30.10 | 8.8 | | |
| Clinton County Narrow Gauge | | | 31,737 | 31,737 | 31,737 | 1,937,137 | 10.10 | 5.00 | 1.79 | | 100.00 |
| Havana, Randolph and Eastern Illinois Central | 835,164 | 649,191 | 622,687 | 581,879 | 622,687 | 1,744,224 | | | 1.16 | | 70.00 |
| Illinois and St. Louis Railroad and Coal Co. | | | 2,798,714 | 1,934,635 | 3,633,349 | 325,008 | 170 | 15.00 | 1.30 | | 100.00 |
| Indiana, Bloomington and Western | 1,117,129 | | 1,366,822 | | 2,484,951 | 3,043,704 | | | | | |
| Indiana, Elkhart and Iowa | 18,801 | 18,107 | 117,612 | 112,321 | 131,123 | 227,158 | 367 | 35.00 | 65 | 13 | 13 |
| Indianapolis and St. Louis | 784,824 | 547,807 | 669,144 | 607,063 | 1,395,933 | 11,761,615 | 7.00 | 7.00 | 80 | 60 | 95.30 |
| Indianapolis, Decatur and Springfield | 31,948 | | 171,395 | | 1,453,968 | 193,989,011 | 33.50 | 180.00 | 1.00 | 52 | 69.80 |
| Kankakee and Seneca | 163,829 | 163,829 | 19,354 | 19,354 | 208,113 | 49,063,000 | 11.00 | 87.72 | 1.66 | 1.00 | 100.00 |
| Lake Erie and Western | 293,123 | 61,143 | 493,765 | 19,354 | 123,413 | 1,294,280 | 15.30 | 95.00 | 1.11 | | |
| Lake Shore and Michigan Southern | 689,924 | 689,924 | 7,988,006 | 82,941 | 8,677,186 | 96,799,862 | | | 7.7 | 30 | 29.91 |
| Louisville, Evansville and St. Louis | 187,797 | 181,023 | 367,890 | 345,624 | 555,487 | 39,958,629 | 20.00 | 119.00 | 1.20 | 1.00 | 11.00 |
| Michigan Central | 1,287,898 | 966,949 | 3,937,592 | 1,067,528 | 5,245,490 | 1,155,284,611 | 24.00 | 8.28 | 1.61 | | 39.51 |
| Mobile and Ohio | | | 195,841 | 195,841 | 195,841 | 11,301,116 | 11.00 | 7.66 | 1.60 | | 100.00 |

| | | | | | | | | | | | | |
|------------------------------------|------------|------------|------------|------------|------------|----------------|--------|----------|--------|-------|-------|----------|
| New York, Chicago and St. Louis | 1,143,680 | 440,235 | 844,488 | 398,813 | 1,988,177 | 646,223,498 | 28,30 | 257,70 | 11,40 | 48 | 51 | 1,68 |
| Ohio and Mississippi | 1,586,550 | | | | 1,586,550 | 318,980,833 | | | | 69 | | |
| Pennsylvania Company | 1,497,011 | 44,321 | 3,530,663 | 111,214 | 1,497,614 | 890,339,625 | 20,00 | 188,20 | 11,10 | 63 | 48 | 3,15 |
| Peoria, Decatur and Evansville | 158,831 | | 329,307 | | 479,138 | 46,654,971 | | | | 1,30 | | 84,00 |
| Peoria and Pekin Union | | | 109,875 | | 109,875 | | | | | | | 100,00 |
| Rock Island and Peoria | 132,011 | 132,011 | | 218,569 | 350,580 | 20,553,943 | 13,00 | 156,00 | 12,00 | 1,75 | | 100,00 |
| St. Louis, Alton and Terre Haute | 243,438 | 243,438 | 546,684 | 546,684 | 790,122 | 36,496,185 | | | | 1,53 | 73 | 100,00 |
| St. Louis Coal and Railroad Co. | | | 177,817 | | 177,817 | | | | | | | 100,00 |
| St. Louis, Rock Island and Chicago | | | 826,251 | | 826,251 | | 19,50 | 148,00 | 7,60 | | | 100,00 |
| Southeast and St. Louis | 8,078,673 | | | | 8,078,673 | 13,170,100 | | | | 1,07 | | 7,67 |
| Terre Haute and Indianapolis | 641,347 | 641,347 | 518,611 | 518,611 | 1,159,958 | 108,684,353 | 20,00 | 152,00 | 7,56 | 56 | 58 | 100,00 |
| Toledo, Peoria and Western | 285,431 | 285,431 | 258,473 | 278,173 | 563,904 | 41,181,382 | | | | 1,31 | 1,63 | 100,00 |
| Wabash, St. Louis and Pacific | 3,274,996 | | 1,988,949 | | 5,263,945 | 1,116,259,807 | 21,80 | 174,40 | 11,00 | 78 | 62 | 41,20 |
| Wabash, Chester and Western | 15,776 | 15,776 | 41,506 | 60,282 | 60,282 | 1,561,718 | | | | 2,32 | | 100,00 |
| Total | 43,230,623 | 16,281,889 | 46,038,274 | 17,072,361 | 90,277,897 | 12,867,649,734 | 263,62 | 5,887,01 | 277,52 | 14,31 | 11,27 | 2,272,98 |

* In Illinois.

TABLE XII.—*Accidents in Illinois.*

| NAME OF COMPANY. | PASSENGERS. | | | EMPLOYEES. | | | OTHERS. | | | TOTALS. | | |
|--|-------------|----------|--------|------------|----------|--------|---------|----------|--------|---------|----------|--------|
| | Killed. | Injured. | Total. | Killed. | Injured. | Total. | Killed. | Injured. | Total. | Killed. | Injured. | Total. |
| Baltimore and Ohio | 3 | ..... | 3 | ..... | 6 | 6 | ..... | 3 | 3 | 3 | ..... | 3 |
| Great Railway of Chicago | | | | | 9 | 9 | ..... | ..... | ..... | ..... | ..... | ..... |
| Great Western and Chicago | 1 | 5 | 6 | 1 | 3 | 4 | ..... | 1 | 2 | 3 | ..... | 3 |
| Central Illinois | | | | | 3 | 3 | ..... | 1 | ..... | 1 | ..... | 1 |
| Chicago and Alton | 1 | ..... | 1 | 9 | 32 | 41 | ..... | 23 | 19 | 42 | ..... | 51 |
| Chicago and Atlantic | | | | | 8 | 9 | ..... | 21 | 3 | 24 | ..... | 24 |
| Chicago, Burlington and Quincy | | 13 | 13 | 14 | 85 | 99 | ..... | 31 | 13 | 44 | ..... | 43 |
| Chicago and Eastern Illinois | | 213 | 213 | 7 | 7 | 14 | ..... | 1 | 3 | 4 | ..... | 14 |
| Chicago and Grand Trunk | | | | 1 | 20 | 21 | ..... | 1 | 6 | 7 | ..... | 7 |
| Chicago and Iowa | | | | | | | | | | | | |
| Chicago, Milwaukee and St. Paul | | | | 7 | 17 | 24 | ..... | 19 | 8 | 27 | ..... | 27 |
| Chicago and Northwestern | | | | 14 | 43 | 57 | ..... | 27 | 39 | 66 | ..... | 66 |
| Chicago and St. Louis | | | | 2 | 3 | 5 | ..... | ..... | ..... | ..... | ..... | ..... |
| Chicago, Rock Island and Pacific | | | | 8 | ..... | 8 | ..... | 11 | 3 | 14 | ..... | 14 |
| Chicago, St. Louis and Pittsburgh | | | | 3 | ..... | 3 | ..... | 3 | ..... | 3 | ..... | 3 |
| Chicago and Western Indiana | | | | | 3 | 3 | ..... | ..... | 1 | 1 | ..... | 1 |
| Clinton, Indianapolis, St. Louis and Chicago | | | | | 3 | 3 | ..... | ..... | ..... | ..... | ..... | ..... |
| East St. Louis and Carondelet | | | | | | | | 2 | ..... | 2 | ..... | 2 |
| East St. Louis Connecting | | | | | | | | | | | | |
| Havana, Hannibal and Eastern | | | | | 6 | 6 | ..... | ..... | ..... | ..... | ..... | ..... |
| Illinois Central | 1 | 5 | 6 | 7 | 42 | 49 | ..... | 31 | 26 | 57 | ..... | 57 |
| Illinois Midland | | | | | 6 | 6 | ..... | ..... | ..... | ..... | ..... | ..... |
| Illinois and St. Louis R. R. and Coal Co. | | | | | 1 | 1 | ..... | ..... | ..... | ..... | ..... | ..... |
| Indianapolis and St. Louis | | | | | 11 | 11 | ..... | 4 | 11 | 15 | ..... | 15 |
| Kankakee and Seneca | | | | | | | | | | | | |
| Lake Erie and Western | | | | | | | | 1 | ..... | 1 | ..... | 1 |
| Lake Shore and Michigan Southern | | | | | 5 | 5 | ..... | 3 | 21 | 24 | ..... | 24 |
| Leansville, Evansville and St. Louis | | | | | 1 | 1 | ..... | ..... | ..... | ..... | ..... | ..... |
| Michigan Central | 1 | ..... | 1 | 1 | 12 | 13 | ..... | 1 | 6 | 7 | ..... | 7 |
| New York, Chicago and St. Louis | | | | | 1 | 1 | ..... | ..... | ..... | ..... | ..... | ..... |
| Ohio and Mississippi | | | | | 10 | 12 | ..... | 3 | 3 | 6 | ..... | 6 |
| Pennsylvania Company | | | | | 7 | 10 | ..... | 16 | 6 | 22 | ..... | 22 |
| Peoria, Decatur and Evansville | | | | | 5 | 5 | ..... | 6 | 4 | 10 | ..... | 10 |
| Peoria and Pekin Union | | | | | 29 | 24 | ..... | 1 | 6 | 7 | ..... | 7 |
| Rock Island and Peoria | | | | | 4 | 5 | ..... | 4 | ..... | 4 | ..... | 4 |

| | | | | | | | | |
|---|----|-----|-----|-----|-----|-----|-----|-----|
| St. Louis, Alton and Terre Haute..... | 1 | 2 | 8 | 23 | 2 | 4 | 21 | 10 |
| St. Louis, Rock Island and Chicago..... | 1 | 1 | 28 | 30 | 4 | 7 | 33 | 383 |
| Southeast and St. Louis..... | 1 | 3 | 23 | 33 | 3 | 7 | 3 | 51 |
| Terre Haute and Indianapolis..... | 1 | 3 | 3 | 6 | 2 | 7 | 9 | 2 |
| Toledo, St. Louis and Kansas City..... | | | 1 | 1 | | | | 1 |
| Toledo, Peoria and Western..... | 2 | 10 | 16 | 16 | 1 | 3 | 2 | 19 |
| Wabash, St. Louis and Pacific..... | 2 | 10 | 149 | 159 | 27 | 44 | 27 | 184 |
| Total..... | 52 | 112 | 666 | 778 | 236 | 476 | 300 | 958 |

TABLE XIII.—*Taxes Paid in Illinois during the Past Three Years.*

| NAME OF COMPANY. | 1884. | 1885. | 1886. | Total. |
|---|----------------|----------------|----------------|----------------|
| Baltimore and Ohio | 87,634 44 | 81,388 66 | 81,442 33 | \$10,465 63 |
| Belt Railway of Chicago | 15,680 34 | 21,874 39 | 19,974 65 | 57,529 38 |
| Cairo, Vincennes and Chicago | | | 57,864 39 | 57,864 39 |
| Central Iowa | 12,227 65 | 9,602 30 | 14,569 20 | 36,399 15 |
| Champaign and Havana | | | 14,892 75 | 14,892 75 |
| Chicago and Alton | 181,893 58 | 186,815 61 | 192,498 17 | 561,207 36 |
| Chicago and Atlantic | 16,384 48 | 2,183 29 | 6,391 80 | 24,959 48 |
| Chicago, Burlington and Quincy | 280,999 62 | 289,184 54 | 282,815 62 | 852,999 78 |
| Chicago and Eastern Illinois | 43,158 19 | 47,999 91 | 45,135 77 | 136,293 87 |
| Chicago and Grand Trunk | 7,413 68 | 8,789 41 | 9,263 64 | 25,466 73 |
| Chicago and Iowa | 14,631 86 | 15,208 36 | 17,736 76 | 47,576 98 |
| Chicago, Milwaukee and St. Paul | 59,971 76 | 78,099 14 | 68,118 07 | 206,188 97 |
| Chicago and Northwestern | 134,946 15 | 149,026 21 | 158,767 52 | 442,739 88 |
| Chicago and Ohio River | | | 537 55 | 537 55 |
| Chicago and St. Louis | 11,542 36 | 12,922 38 | 17,163 26 | 41,628 00 |
| Chicago, Rock Island and Pacific | 176,012 23 | 174,335 92 | 196,936 27 | 547,291 42 |
| Chicago, St. Louis and Pittsburg | 6,854 08 | 28,276 29 | 26,247 39 | 61,377 67 |
| Chicago and Western | 1,655 86 | 1,441 03 | 1,898 67 | 4,995 56 |
| Cin., Indianapolis, St. L. and Chicago | 5,180 94 | 5,731 21 | 9,295 84 | 20,207 99 |
| East St. Louis and Carondelet | 2,052 82 | 1,956 37 | 2,615 77 | 6,624 96 |
| East St. Louis Connecting | 1,704 26 | 1,831 98 | 7,144 51 | 10,677 75 |
| Fulton County Narrow Gauge | 2,416 30 | 2,063 50 | 2,037 00 | 6,516 80 |
| Grand Tower and Carbondale | 5,435 58 | 6,331 76 | 7,391 61 | 19,158 95 |
| Illinois Central | 405,718 16 | 395,719 88 | 399,254 31 | 1,200,692 35 |
| Illinois Midland | 8,600 00 | 8,000 00 | 8,000 00 | 24,600 00 |
| Illinois and St. Louis R. R. and Coal Co. | 9,405 35 | 13,248 11 | 9,517 11 | 31,870 57 |
| Indiana, Bloomington and Western | 25,375 00 | 26,250 00 | | 51,625 00 |
| Indiana, Illinois and Iowa | | 8,388 00 | 8,368 27 | 16,756 27 |
| Indianapolis and St. Louis | 32,806 96 | 11,233 56 | 44,310 99 | 121,351 51 |
| Indianapolis, Decatur and Springfield | | | 9,411 31 | 9,411 31 |
| Jacksonville Southeastern | 6,919 52 | 9,559 67 | 9,719 74 | 26,228 93 |
| Kankakee and Seneca | 6,624 20 | 7,516 61 | 1,671 49 | 18,812 30 |
| Lake Erie and Western | 11,509 07 | 10,686 99 | 13,087 91 | 35,283 97 |
| Lake Shore and Michigan Southern | 32,483 41 | 45,838 58 | 48,346 69 | 126,668 68 |
| Louisville, Evansville and St. Louis | 214 49 | 250 60 | 9,634 37 | 10,099 46 |
| Michigan Central | 18,688 96 | 17,490 02 | 17,889 77 | 54,068 75 |
| Mobile and Ohio | 10,821 69 | 10,763 94 | 11,364 12 | 32,949 75 |
| Moline and Southeastern Narrow Gauge | 395 29 | 413 76 | | 809 06 |
| New York, Chicago and St. Louis | 2,969 54 | 17,744 88 | 15,462 82 | 36,177 24 |
| Ohio and Mississippi | | 23,346 20 | 67,471 21 | 90,817 41 |
| Pennsylvania Company | 9,212 03 | 9,171 38 | 58,527 52 | 76,910 93 |
| Peoria, Decatur and Evansville | 29,465 98 | 36,191 21 | 31,255 40 | 96,912 62 |
| Peoria and Pekin Union | 12,146 78 | 16,167 08 | 18,722 84 | 47,036 70 |
| Rock Island and Peoria | 13,370 91 | 13,992 57 | 19,399 54 | 46,662 02 |
| St. Louis, Alton and Terre Haute | 23,668 22 | 28,044 07 | 28,344 17 | 80,056 46 |
| St. Louis Coal and Railroad Co. | 8,267 76 | 7,348 89 | 6,945 35 | 22,562 00 |
| St. Louis, Rock Island and Chicago | 37,972 60 | 11,069 99 | 42,821 65 | 121,864 24 |
| Southeast and St. Louis | 29,698 99 | 29,260 35 | 33,678 06 | 92,637 40 |
| Terre Haute and Indianapolis | 60,315 23 | 49,891 44 | 55,123 32 | 165,330 99 |
| Toledo, Peoria and Western | | | 38,372 34 | 38,372 34 |
| Wabash, St. Louis and Pacific | 277,865 77 | 199,843 10 | 177,084 52 | 654,793 39 |
| Wabash, Chester and Western | | 3,965 47 | 3,666 31 | 7,631 48 |
| Total | \$2,061,073 00 | \$2,119,371 55 | \$2,334,490 78 | \$6,514,935 33 |

TABLE XIV.—*Stock and Debt in Illinois.*

| NAME OF COMPANY. | Common stock. | Preferred stock. | Bonded debt. | Floating debt. | Aggregate stock bonds and floating debt. |
|---|-----------------|------------------|----------------|----------------|--|
| Belt Railway of Chicago..... | \$200,000 00 | | | \$393,161 82 | \$593,161 82 |
| Cairo, Vincennes and Chicago..... | 1,870,000 00 | | | 753,534 64 | 2,623,534 64 |
| Central Iowa..... | 14,110,800 00 | \$3,479,500 00 | \$1,517,000 00 | 91,500 00 | 3,479,100 00 |
| Chicago and Alton..... | 1,428,000 00 | | 10,362,950 00 | | 27,353,250 00 |
| Chicago and Iowa..... | | | 2,150,000 00 | | 3,378,000 00 |
| Chicago, Milwaukee and St. Paul..... | 1,946,448 00 | 1,356,714 00 | 6,504,355 00 | | 9,807,497 00 |
| Chicago and Ohio River..... | 1,500,000 00 | | 1,250,000 00 | | 2,750,000 00 |
| Chicago and St. Louis..... | 1,500,000 00 | | 1,500,000 00 | 100,000 00 | 3,100,000 00 |
| Chicago and Western..... | 20,000 00 | | | 15,950 20 | 35,950 20 |
| Chicago and Western Indiana..... | 5,000,000 00 | | 8,814,666 67 | 123,613 41 | 13,838,280 08 |
| East St. Louis and Carondelet..... | 420,000 00 | | 200,000 00 | 14,000 00 | 634,000 00 |
| East St. Louis Connecting..... | 20,000 00 | | | 82,000 00 | 102,000 00 |
| Effron County Narrow Gauge..... | 636,203 27 | | 481,000 00 | | 1,120,303 27 |
| Grand Tower and Carbonate..... | 50,000 00 | | 600,000 00 | | 650,000 00 |
| Grand Frank Junction..... | 500,000 00 | | 2,758,800 00 | | 3,258,800 00 |
| Havana Railroad and Eastern..... | 228,100 00 | | 300,000 00 | | 528,100 00 |
| Illinois Central..... | \$20,000,000 00 | | 14,018,000 00 | | 43,018,000 00 |
| Illinois Midland..... | 2,000,000 00 | | 4,175,000 00 | 1,867,728 00 | 8,042,728 00 |
| Illinois and St. Louis Railroad and Coal Company..... | 617,000 00 | 900,000 00 | 500,000 00 | 253,614 05 | 2,250,614 05 |
| Jacksonville Southeastern..... | 1,000,000 00 | | 1,183,000 00 | 32,620 83 | 2,215,620 83 |
| Kankakee and Schreva..... | 10,000 00 | | 650,000 00 | 151,561 51 | 811,561 51 |
| Lake Shore and Michigan Southern..... | 809,370 10 | | 743,681 08 | | 1,553,051 18 |
| Mobile and Ohio..... | 6,500,000 00 | | 2,600,000 00 | | 9,100,000 00 |
| New York, Chicago and St. Louis..... | 544,040 00 | 427,400 00 | 389,191 00 | 92,821 73 | 1,453,815 73 |
| Peoria and Pekin Union..... | 1,000,000 00 | | 3,000,000 00 | 151,538 62 | 4,151,538 62 |

TABLE XIV.—Continued.

| NAME OF COMPANY. | Common stock. | Preferred stock. | Bonded debt. | Floating debt. | Aggregate stock bonds and floating debt. |
|-------------------------------------|-----------------|------------------|-----------------|----------------|--|
| Rock Island and Peoria | \$1,500,000 00 | | \$600,000 00 | \$27,591 82 | \$2,127,591 82 |
| St. Louis, Alton and Terre Haute | 2,200,000 00 | \$2,361,078 26 | 7,706,695 65 | 219,012 85 | 12,186,816 78 |
| St. Louis Coal and Railroad Company | | | | 106,702 38 | 106,702 38 |
| St. Louis Rock Island and Chicago | 3,000,000 00 | 2,500,000 00 | | 971,263 41 | 6,471,263 41 |
| Terre Haute and Kansas City | 4,025,000 00 | 2,183,000 00 | 3,700,000 00 | | 10,508,000 00 |
| Wabash, St. Louis and Pacific | 250,000 00 | | 16,828,248 00 | | 16,828,248 00 |
| Wabash, Chester and Western | | | 221,160 00 | 29,971 52 | 501,131 52 |
| Total | \$82,485,661 37 | \$13,207,752 26 | \$92,787,031 00 | \$5,406,442 81 | \$93,946,867 44 |

* This amount includes preferred stock.

The following roads failed to report the above information: Baltimore and Ohio—Champaign and Havana—Chicago and Atlantic—Chicago and Burlington and Quincy—Chicago and Eastern Illinois—Chicago and Grand Trunk—Chicago and Northwestern—Chicago, Rock Island and Pacific—Chicago, St. Louis and Pittsburgh—Cincinnati, Indianapolis, St. Louis and Chicago—Indiana, Bloomington and Western—Indiana, Illinois and Iowa—Indiana and Illinois—Southern—Indianapolis and St. Louis—Indianapolis, Decatur and Springfield—Lake Erie and Western—Louisville, Evansville and St. Louis—Michigan Central—Mobile and Southeastern—Narrow Gauge—Ohio and Mississippi—Pennsylvania Company—Peoria, Decatur and Evansville—Southeast and St. Louis—Terre Haute and Indianapolis—Toledo, Peoria and Western.

TABLE 'XV.—General Exhibit of Illinois Business.

| NAME OF COMPANY. | Total In- come. | Operating expenses (Less Taxes) | Taxes. | Excess of income over operating expenses and taxes. | Int. on Funded Debt. | Interest on Un- funded Debt. | Rentals, extraordi- nary ex- penses, etc. | Net In- come. | Deficit. | Excess of operating expen- ses and taxes over income. |
|---|--------------------|---------------------------------------|------------|---|----------------------------|---------------------------------------|---|------------------|-------------|--|
| Belt Railway of Chicago..... | \$20,898.62 | \$106,632.19 | \$9,974.65 | \$11,891.78 | ..... | ..... | \$100,005.00 | \$76,954.15 | \$85,113.22 | ..... |
| Caro, Vincennes and Chicago..... | 544,771.89 | 411,440.12 | 37,864.39 | 95,467.38 | ..... | ..... | ..... | ..... | ..... | ..... |
| Central Iowa..... | 194,045.91 | 163,605.41 | 14,569.20 | 15,871.33 | \$91,500.00 | ..... | ..... | ..... | 75,628.67 | ..... |
| Champaign and Havana..... | 234,849.15 | 99,473.35 | 14,892.75 | 120,483.65 | ..... | ..... | ..... | 120,483.65 | ..... | ..... |
| Chicago and Alton..... | 5,773,751.68 | 2,916,021.65 | 192,498.17 | 2,665,228.86 | 685,077.20 | ..... | 71,000.00 | 1,909,151.66 | ..... | ..... |
| Chicago and Iowa..... | 546,594.84 | 323,874.04 | 17,736.76 | 174,984.04 | 172,000.00 | ..... | ..... | 2,984.04 | ..... | ..... |
| Chicago, Milwaukee and St. Paul..... | 3,766,415.14 | 2,072,939.61 | 68,418.97 | 1,625,057.43 | 411,941.21 | ..... | ..... | 1,253,116.22 | ..... | ..... |
| Chicago and Ohio River..... | 61,767.39 | 53,097.16 | ..... | 8,132.68 | ..... | ..... | ..... | 8,132.68 | ..... | ..... |
| Chicago and St. Louis..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Chicago and Western..... | 4,427.78 | 2,120.11 | 1,808.67 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Chicago and Western, Indiana..... | 688,736.54 | 58,631.05 | 2,615.77 | 688,736.54 | 530,650.32 | ..... | 50,000.00 | 108,076.22 | ..... | ..... |
| East St. Louis and Carondelet..... | 75,323.00 | ..... | ..... | 11,076.78 | 11,000.00 | ..... | ..... | 76.78 | ..... | ..... |
| East St. Louis Connecting..... | 163,007.20 | 77,356.77 | 7,114.51 | 18,505.92 | ..... | 1,107.34 | 10,450.04 | 6,948.54 | ..... | ..... |
| Fulton County Narrow Gauge..... | 44,882.49 | 47,263.23 | 2,637.00 | ..... | ..... | ..... | ..... | ..... | 4,417.74 | ..... |
| Grand Tower and Carbondale..... | 46,024.52 | 35,719.96 | 7,391.61 | 2,912.35 | ..... | ..... | ..... | 2,912.35 | ..... | ..... |
| Grand Trunk Junction..... | 137,940.00 | ..... | ..... | 137,940.00 | ..... | ..... | ..... | 137,940.00 | ..... | ..... |
| Havana, Randolph and Eastern..... | 81,018.37 | 81,334.15 | ..... | ..... | ..... | ..... | ..... | ..... | 315.78 | ..... |
| Illinois Central..... | 6,409,828.49 | 3,604,656.23 | 389,251.30 | 2,345,917.96 | 631,055.00 | ..... | ..... | 1,694,862.96 | ..... | ..... |
| Illinois Midland..... | 266,782.38 | 238,741.61 | 8,000.00 | 20,037.77 | ..... | ..... | ..... | 20,037.77 | ..... | ..... |
| Ill. and St. L's R. R. and Coal Co..... | 189,749.12 | 91,565.28 | 9,517.11 | 88,666.73 | 34,000.00 | 20,916.19 | ..... | 333,750.54 | ..... | ..... |
| Indianapolis and St. Louis..... | 1,201,888.02 | 980,827.89 | 44,310.99 | 176,749.14 | 70,242.31 | ..... | 430,500.00 | ..... | 253,810.88 | ..... |
| Jacksonville Southeastern..... | 162,151.02 | 94,651.54 | 9,719.74 | 57,779.74 | 39,000.00 | ..... | ..... | ..... | 12,462.00 | ..... |
| Kankakee and Scheraga..... | 64,515.62 | 64,317.33 | 4,671.49 | ..... | ..... | ..... | ..... | ..... | 43,443.20 | ..... |
| Lake Shore & Michigan Southern..... | 313,028.38 | 173,361.44 | 48,316.69 | 91,320.25 | 52,037.72 | ..... | 560.18 | 38,702.35 | ..... | ..... |
| Michigan Central..... | 498,466.32 | 383,878.85 | 17,889.77 | 96,697.70 | 11,833.92 | ..... | 57,355.33 | 24,508.45 | ..... | ..... |
| Mobile and Ohio..... | 292,418.78 | 213,509.26 | 11,364.12 | 67,515.40 | 52,000.00 | ..... | ..... | 15,515.00 | ..... | ..... |
| New York, Chicago and St. Louis..... | 68,207.78 | 47,138.12 | 15,462.82 | 5,696.84 | ..... | ..... | 5,825.21 | ..... | 218.37 | ..... |
| Pooria and Pekin Union..... | 329,981.52 | 183,766.08 | 18,722.84 | 167,492.93 | 135,000.00 | 8,640.00 | ..... | 8,597.25 | ..... | ..... |
| Rock Island and Peoria..... | 495,865.00 | 321,466.93 | 19,390.54 | 155,007.53 | 42,000.00 | ..... | ..... | 113,007.53 | ..... | ..... |
| St. Louis, Alton and Terre Haute..... | 744,820.38 | 396,046.69 | 28,314.17 | 350,429.52 | ..... | ..... | 196,872.94 | 163,556.58 | ..... | ..... |

General Exhibit—Continued.

| NAME OF COMPANY | Total In- come | Operating expenses (Less Taxes) | Taxes | Excess of income over operating expenses and taxes | Int. on Funded Debt | Interest on Un- funded Debt | Rentals, extraordi- nary ex- penses, etc. | Net In- come | Debit | Excess of operating expen- ses and taxes over income |
|------------------------------------|-------------------|---------------------------------------|----------------|--|---------------------------|--------------------------------------|---|-----------------|--------------|---|
| St. Louis Coal and R. R. Co. | 888,600 56 | 523,018 65 | 86,919 35 | 278,662 56 | \$175,000 00 | \$57,756 31 | \$22,921 02 | \$5,677 94 | | |
| St. Louis, Rock Island and Chicago | 1,268,341 65 | 955,165 73 | 42,821 65 | 260,353 67 | | | 53,387 92 | 4,199 44 | | |
| Terre Haute and Indianapolis | 1,117,412 15 | 971,962 76 | 55,123 32 | 90,326 07 | \$311,930 00 | | | 75,386 07 | | |
| Toledo, Peoria and Western | 891,211 61 | 505,555 55 | 38,372 31 | 150,263 75 | | | 60,802 92 | 89,460 80 | | |
| Wabash, St. Louis and Pacific | 1,936,089 56 | 1,286,158 38 | 177,081 52 | 181,846 66 | | | 192,596 53 | 4289,250 07 | | |
| Wabash, Chester and Western | 55,759 61 | 63,929 85 | 5,666 31 | | 17,660 00 | 1,552 23 | | | 31,018 78 | 11,816 55 |
| Total | \$32,215,222 87 | \$29,372,692 00 | \$1,316,591 17 | \$10,546,962 93 | \$3,592,957 71 | \$408,565 30 | \$1,260,947 91 | \$6,150,987 87 | \$506,450 21 | \$29,993 27 |

Includes interest on Unfunded Debt

Does not include any charge for interest

The following roads have not reported the above information: Baltimore and Ohio—Chicago and Atlantic—Chicago, Burlington and Quincy—Chi-
 cago and Eastern Illinois—Chicago and Grand Trunk—Chicago and Northwestern—Chicago, Rock Island and Pacific—Chicago, St. Louis and Pitts-
 burgh—Cincinnati, Indianapolis, St. Louis and Chicago—Indiana, Bloomington and Western—Indiana, Illinois and Iowa—Indiana and Illinois Southern—
 Indianapolis, Decatur and Springfield—Lake Erie and Western—Louisville, Evansville and St. Louis—Mobile and St. Louis—Northern Narrow Gauge—Ohio
 and Mississippi—Pennsylvania Company—Peoria, Decatur and Evansville—Southeast and St. Louis—Toledo, St. Louis and Kansas City.

PHYSICAL CONDITION OF THE TRACK, EQUIPMENT, ETC., OF THE DIFFERENT RAILROADS OPERATED WITHIN THE STATE.

BALTIMORE AND OHIO AND CHICAGO.

The Baltimore and Ohio and Chicago Railroad has 5.91 miles of main track in Illinois. It is well ballasted with gravel, has steel rails, and is first-class in all of its appointments.

It has one iron bridge in Illinois, length 136 feet, and three piling bridges with an aggregate length of 150 feet.

The track is considered to be in a sound and safe condition.

BELT RAILWAY OF CHICAGO.

This road is used for switching purposes, connecting with the various railroads entering Chicago, making a short through system for cars destined to points East, West, North or South of its line. It is also used for the delivery of car load freights to various points in the city of Chicago. It has 21.31 miles of track, of which 11.18 miles is double track. Has steel rails, sixty pounds to the yard. The road-bed is well ballasted with gravel. The number of new ties laid during the year was 1,453. Its track and equipment are first-class.

CAIRO, VINCENNES AND CHICAGO.

This road is operated by a Receiver.

Its main line in Illinois extends from Cairo to Tilton, a distance of 258.2 miles. The road has been greatly improved during the past two years. It now has 223.3 miles of steel rail, sixty pounds to the yard, the balance being iron of fifty-six pounds to the yard. The number of new ties laid during the year was 74,000. It has four wooden bridges with an aggregate length of 417 feet, nine combination bridges with an aggregate length of 1,212 feet, and 285 piling bridges with an aggregate length of 28,590 feet, all of which are considered to be in a good and safe condition.

The physical condition of the road and its equipment are good.

CENTRAL IOWA.

The Central Iowa Railroad extends in Illinois from Iowa Junction to Peoria, a distance of 88.65 miles, and operates by lease 4.59 miles, making the total mileage in Illinois 93.25 miles. This road

operates in Illinois, Iowa and Minnesota 512.65 miles of main line track. Its rail in Illinois is mostly iron, fifty-six pounds to the yard. The number of new ties laid during the past year on the whole line was 87,707. The ballast in Illinois consists principally of dirt. It has in Illinois one wooden bridge 155 feet in length, and 149 piling bridges with an aggregate length of 15,763 feet. One piling bridge 900 feet in length was built during the year. The physical condition of the road is good. Its motive power and rolling stock are in good condition, and sufficient for its traffic.

CHAMPAIGN AND HAVANA.

The Champaign and Havana Railroad extends from Champaign to Havana, Illinois, and from White Heath to Decatur, Illinois, a distance of 130.27 miles. Its rails are about one-third steel; the balance are iron, fifty-six pounds to the yard. During the year sixty-two miles of the road was relaid. The number of new ties laid during the year was 45,042. It has twenty wooden bridges with an aggregate length of 2,796 feet, one combination bridge 3,000 feet in length, and forty-five piling bridges with an aggregate length of 4,452 feet.

The road is in a safe condition for traffic at a reasonable rate of speed by its trains.

CHICAGO AND ALTON.

The Chicago and Alton Railroad operates 849.08 miles of track. The main line extends from Chicago to East St. Louis, Illinois, a distance of 280.70 miles. It has 62.26 miles of double track. The rails are steel; weight, 63 pounds per yard. The length of the branches in Illinois is 304.90 miles. The rails on the branches are about one-half steel and one-half iron; the weight of the iron rails is 58 pounds to the yard. The road-bed of the main line is well ballasted with stone and iron slag.

In Illinois it has 35 framed trestle bridges, with an aggregate length of 2634 feet; 2 wooden Howe truss, with an aggregate length of 275 feet; 78 iron bridges, with an aggregate length of 9,994 feet; 5 combination bridges, with an aggregate length of 504 feet, and 441 piling bridges, with an aggregate length of 22,583 feet. It built during the year 1 iron bridge, 810 feet in length, and 2 piling bridges, 32 feet in length.

The physical condition of the road is first-class. Its equipment and motive power are first-class, and sufficient for its traffic.

CHICAGO, BURLINGTON AND QUINCY.

The Chicago, Burlington and Quincy Railroad operates 855.10 miles of track in Illinois. It has 183.90 miles of double track. All of its main lines are well ballasted with gravel and laid with steel rails, 62 pounds to the yard. It has relaid during the year 94.08 miles with steel rails. The number of ties laid during the year was 408,128.

In Illinois it has 42 wooden bridges, 41 iron bridges and 14 combination. It built during the year 6 wooden bridges, with an aggregate length of 168 feet, and 2 iron bridges, with an aggregate length of 170 feet.

The branches are mostly dirt road-bed, well surfaced and in good condition.

The equipment, rolling stock and stations are all first-class, and sufficient for its reasonable traffic.

CHICAGO AND EASTERN ILLINOIS.

The main line of the Chicago and Eastern Illinois Railroad extends from Chicago to Terre Haute, Ind., a distance of 177.6 miles, of which 129.7 is in Illinois. It has 43.85 miles of branches in Illinois, making a total of main track in Illinois of 173.55 miles.

The rails on the main line are steel, 57 pounds to the yard. The number of new ties laid on the whole line during the year was 66,134.

The main line is ballasted with gravel and sand, and the track is in good condition. The physical condition of the whole road is good.

It has in Illinois the following number and kinds of bridges: 8 wooden, with an aggregate length of 1,028 feet: 1 iron, length 307 feet; 1 combination, length 202 feet, and 279 piling, with an aggregate length of 12,929 feet.

Its equipment in all its appointments is first-class, and of sufficient quantity for its reasonable traffic.

CHICAGO AND GRAND TRUNK.

The Chicago and Grand Trunk Railroad has 23.08 miles of main line in Illinois, and operates under lease 8.76 miles, making the total length of road operated in Illinois 34.84 miles. Its track is laid with steel rails, 65 pounds to the yard.

The road is well ballasted with gravel, and is first-class in all its appointments.

It has in Illinois the following number and kinds of bridges: 1 wooden, 121 feet in length; 1 iron, 155 feet in length, and 21 piling, with an aggregate length of 4,297 feet.

CHICAGO AND IOWA.

The Chicago and Iowa Railroad has 80 miles of main line in Illinois, extending from Aurora to Forrester, and operates a branch 24 miles in length, making the total length of road operated in Illinois 104 miles.

Its rails are steel, 56 pounds to the yard. The number of new ties laid during the year was 45,448.

It has in Illinois the following number and kinds of bridges: 8 wooden, with an aggregate length of 2,500 feet; 1 iron, 90 feet in

length; 1 combination, 32 feet in length, and 57 piling, with an aggregate length of 3,154 feet. It built during the year 4 piling bridges, with an aggregate length of 288 feet.

The road-bed is partially ballasted with gravel, and its physical condition is good.

The equipment of the road is first-class.

CHICAGO, MILWAUKEE AND ST. PAUL.

The Chicago, Milwaukee and St. Paul Railroad has 309.92 miles of main track in Illinois, and 7 miles of double track. Its rails in Illinois consist of 243.86 miles of steel, 60 pounds to the yard, and 66.56 miles of iron, 56 pounds to the yard. The number of new ties laid during the year was 108,974. The physical condition of the road is first class.

It has in Illinois the following number and kinds of bridges:— 32 wooden, with an aggregate length of 3,487 feet; 8 iron, with an aggregate length of 3,830 feet; 1 combination, 325 feet in length, and 41 piling, with an aggregate length of 23,856 feet.

Its equipment is first-class and sufficient for its business under reasonable circumstances.

CHICAGO AND NORTHWESTERN.

The Chicago and Northwestern Railroad has 587.50 miles of track in Illinois. It built during the past year 77 miles of new track in Illinois. The number of ties laid the during the past year was 983,670.

It built during the past year the following number and kinds of bridges: 6 wooden, with an aggregate length of 388 feet; 7 iron with an aggregate length of 576 feet, and 91 piling with an aggregate length of 6,128 feet. The track is first-class, the road-bed being well ballasted, and laid with steel rails, weight 50 to 60 pounds to the yard.

The motive power and rolling stock are in good condition and in quantities sufficient for its large business.

CHICAGO AND OHIO RIVER.

The Chicago and Ohio River Railroad Company was formed for the purpose of acquiring the property and franchises of the Danville, Olney and Ohio River Railroad, which was sold under foreclosure on the 10th day of February, 1886, and purchased by this company.

It has 86 miles of track, extending from Sidell to Olney, Illinois.

The iron is very much worn and the road needs a general renewal from road-bed up.

This road is not considered safe for travel at a speed of more than 20 miles per hour by passenger trains, or 10 miles per hour by freight trains.

It is understood that the present owners will put the road in a good and safe condition at an early day.

CHICAGO AND ST. LOUIS.

The St. Louis and Chicago Railway extends from Chicago to Pekin, Illinois, a distance of 150 miles. It has 100 miles of steel rails, 60 pounds to the yard, and 50 miles of iron rails, 54 pounds to the yard.

A part of the road-bed is ballasted with gravel, but in general dirt ballast is used. The track is in a good and safe condition.

The equipment of the road is in good repair and said to be ample for its business.

CHICAGO, ROCK ISLAND AND PACIFIC.

The main line of the Chicago, Rock Island and Pacific Railway extends from Chicago, Illinois, to Council Bluffs, Iowa, a distance of 499.2 miles. In Illinois it has 182.2 miles of main line, and 54.2 miles of branches; making the total length of road operated in Illinois 236.4 miles. Its main line has steel rails, 60 pounds to the yard, and is well ballasted with rock and gravel. The number of new ties laid on the whole line during the year was 498,020.

It has in Illinois the following number and kinds of bridges: 4 wooden, with an aggregate length of 589 feet; 77 iron, with an aggregate length of 5,814 feet; 2 combination, with an aggregate length of 602 feet, and 249 piling, with an aggregate length of 7,028 feet.

The physical condition of the road is first-class, and its equipment, motive power and stations are in good condition.

CHICAGO, ST. LOUIS AND PITTSBURG.

The Chicago, St. Louis and Pittsburg Railroad has 28 miles of main track in Illinois, which is laid with steel rails 60 pounds to the yard, is well ballasted, and is in a good condition.

It has in Illinois the following number and kinds of bridges: 2 iron, with an aggregate length of 265 feet; 1 combination, 115 feet in length, and 22 piling, with an aggregate length of 728 feet.

Its equipment is first-class and sufficient for its traffic.

CHICAGO AND WESTERN INDIANA.

The Chicago and Western Indiana Railroad has 9.55 miles of main line in Illinois, and 17.82 miles of branches, all of which is laid with steel rails, 60 pounds to the yard. It also has 20.43 miles of double track. The number of new ties laid during the year was 6,767. It has the following number and kinds of bridges: 2 iron, with an aggregate length of 215 feet, and 7 piling, with an aggregate length of 1,180 feet.

The road is used by several roads entering Chicago on its tracks, and is not engaged in the carrying of freights or passengers.

CINCINNATI, INDIANAPOLIS, ST. LOUIS AND CHICAGO.

The Cincinnati, Indianapolis, St. Louis and Chicago Railroad has 33.05 miles of main line in Illinois, which is laid with steel rails, 56 pounds to the yard. The road-bed is well ballasted, and the track in general is in good condition. The number of new ties laid during the year was 16,000.

It has in Illinois the following number and kinds of bridges: 2 combination, with an aggregate length of 638 feet, and 1 piling, 95 feet in length.

Its equipment is first-class and ample.

EAST ST. LOUIS AND CARONDELET.

The East St. Louis and Carondelet Railroad has 9.25 miles of main line in Illinois, and 2.76 miles of branches, making the total length of the road operated in Illinois 12.01 miles.

The general character of the road is good. About two-thirds of the rails are iron, 56 pounds to the yard; the other one-third is steel, 60 pounds to the yard. The number of ties laid during the year was 1,500.

This road is used only for freight traffic. Its equipment and track are in good condition.

EAST ST. LOUIS CONNECTING.

On July 1, 1885, this road leased the Venice and Carondelet Railway, a belt line running from Venice to a junction of the Illinois and St. Louis Railroad and Coal Company; also the terminal tracks of the Illinois and St. Louis Coal Railroad Company, running from the junction of the Venice and Carondelet Railway to the Mississippi River, 2.4 miles.

The East St. Louis Connecting Railroad runs along the levee in East St. Louis, 2.44 miles, and is used for switching purposes.

The track is laid with iron rails, 60 pounds to the yard. The length of road built during the year was 1,080 feet. The length of all tracks including sidings is 11.15 miles. The track is in a good condition.

FULTON COUNTY NARROW GAUGE.

The Fulton County Narrow Gauge Railroad extends from Havana to Galesburg, Illinois, a distance of 61 miles. The track is laid with iron rails, 35 pounds to the yard. It has 3 combination bridges with an aggregate length of 340 feet, and the aggregate length of the piling bridges is 728,163 feet.

The character of the road is fair for a soil road-bed; the rails are somewhat worn. The road is considered safe, and its equipment is sufficient for its traffic.

GRAND TOWER AND CARBONDALE.

The Grand Tower and Carbondale Railroad has 26.2 miles of track in Illinois. About one-third of the rails are steel, 56 pounds to the yard. The balance are iron, 48 pounds to the yard. The road is in a fair condition; the road-bed is soil, but is considered safe for running trains at a fair rate of speed. It laid during the year 2,640 ties. It has 3 wooden bridges, with an aggregate length of 430 feet, and 1 combination bridge 200 feet in length. It built during the year, 1 combination bridge, 200 feet in length.

The business of this road consists mostly in the transportation of coal, and it has reasonable equipment for its business.

GRAND TRUNK JUNCTION.

The Grand Trunk Junction has 3.9 miles of track in Illinois. The track, road-bed and character of the road are first-class.

HAVANA, RANTOUL AND EASTERN.

The Havana, Rantoul and Eastern Railroad extends from West Lebanon, Indiana, to LeRoy, Illinois, a distance of 76 miles, of which 68 miles are in Illinois.

Its rails are mostly iron, of $32\frac{1}{2}$ pounds to the yard. The road-bed is ballasted with dirt. It laid during the year 2,640 ties. It has 90 piling bridges, with an aggregate length of 5,088 feet.

The track is in a safe condition for running trains at a reasonable rate of speed.

The physical condition of the road is fair, and its equipment, owned and leased, is sufficient for its travel.

This road is operated by a receiver.

ILLINOIS CENTRAL.

The Illinois Central Railroad has 705.5 miles of main line, and 247.49 miles of branches in Illinois. Inspection shows this road to be well surfaced, and laid with steel rails, 60 pounds to the yard. The number of ties laid during the year was 254,903. It has the following number and kind of bridges in Illinois: 7 wooden, 72 iron, and one combination. It built during the year 8 iron bridges, with an aggregate length of 712 feet; 22 piling, with an aggregate length of 975 feet, and 41 trestle, with an aggregate length of 1,120 feet.

The equipment, rolling-stock and stations are in first-class condition.

ILLINOIS MIDLAND.

The Illinois Midland Railroad has 161.73 miles of track in Illinois, which is laid with iron rails, 56 pounds to the yard. The general character of the road is fair for a soil road-bed. The iron rails are considerably worn, but are in a safe condition. It has the following number and kind of bridges in Illinois: 97 wooden,

with an aggregate length of 14,071 feet; 4 combination, with an aggregate length of 377 feet, and 4 piling and trestle, with an aggregate length of 1,660 feet. The number of ties laid during the year was 22,138.

This road is operated by a receiver.

ILLINOIS AND ST. LOUIS COAL RAILROAD.

The Illinois and St. Louis Coal Railroad has 15 miles of main line, and 10 miles of branches; making the total length of the road operated in Illinois 25 miles. The track is laid with steel rails, 60 pounds to the yard. The number of ties laid during the year was 2,000. It has 2 piling bridges, with an aggregate length of 440 feet.

It is a coal road, and does a limited passenger business.

Its track is in a fair condition, and its equipment is sufficient for its traffic.

INDIANA, BLOOMINGTON AND WESTERN.

The Indiana, Bloomington and Western Railroad extends from Pekin, Illinois, to Springfield, Ohio, a distance of 341.43 miles, of which 122.5 miles are in Illinois. The track is laid with steel and iron rails, 60 pounds to the yard. Most of the road-bed is ballasted with dirt. The physical condition of the road is good for a dirt road-bed.

Its equipment is in fair repair and sufficient for its traffic.

INDIANA, ILLINOIS AND IOWA.

The Indiana, Illinois and Iowa Railroad extends from Streator, Illinois, to North Judson, Indiana, a distance of 108.35 miles, of which 68.95 miles are in Illinois.

It has steel rails, 56 pounds to the yard, and is ballasted mostly with dirt. The number of ties laid during the year was 2,524.

It has in Illinois 1 wooden bridge, 536 feet in length, and 63 piling bridges, with an aggregate length of 4,400 feet.

The physical condition of the road is fair, and it is considered safe for a reasonable rate of speed by its trains, and for its general traffic.

Its equipment is in a fair condition, but not sufficient for its coal trade.

INDIANA AND ILLINOIS SOUTHERN.

This corporation was formed by the consolidation of the Indiana and Illinois Southern Railroad of Illinois with the Bloomfield Railroad of Indiana, on the 11th day of May, 1886.

It extends from Effingham, Illinois, to Switz City, Indiana, a distance of 90 miles, of which 55 miles are in Illinois.

The track is laid with iron rails, 35 pounds to the yard. The number of ties laid during the year on the whole line was 160,000.

Its road-bed is ballasted with dirt and is in a fair condition.

Its equipment is fair.

INDIANAPOLIS AND ST. LOUIS.

The Indianapolis and St. Louis Railroad has 181.69 miles of main line in Illinois and 4.2 miles of branches; making the total length of the road operated in Illinois, 185.89 miles.

The road is well-ballasted and tied, and has steel rails 65 pounds to the yard.

It has in Illinois the following number and kind of bridges: 5 wooden, with an aggregate length of 418 feet; 6 iron, with an aggregate length of 937 feet, and 84 piling, with an aggregate length of 5,711 feet.

It built during the year 2 iron bridges, 191 feet in length, and 7 piling, with an aggregate length of 143 feet.

The number of ties laid during the year was 125,067.

The general character of the road—its equipment and rolling stock—are first-class.

INDIANAPOLIS, DECATUR AND SPRINGFIELD.

The Indianapolis, Decatur and Springfield Railroad has in Illinois 74.81 miles of main line, extending from the Indiana State line to Decatur, Illinois.

The rails are iron and steel, weight 55 and 60 pounds to the yard. The physical condition of the road has improved greatly during the last year, in the matter of steel rails, ties and surfacing.

It has in Illinois the following number and kind of bridges: 1 wooden, 52 feet in length, and 1 iron, 140 feet in length. It built during the year 1 wooden bridge, 140 feet in length.

The equipment of the road is good.

JACKSONVILLE SOUTHEASTERN.

The Jacksonville Southeastern Railroad extends from Jacksonville to Centralia, Illinois, a distance of 112.3 miles.

It has 62.5 miles of steel rails; the balance are iron; weight of each, 56 pounds to the yard.

The number of ties laid during the year was 19,816.

It has 31 wooden bridges, with an aggregate length of 14,484 feet.

The physical condition of the road is good for a dirt ballasted road.

Its equipment is good in quality, and sufficient for its traffic.

KANKAKEE AND SENECA.

The Kankakee and Seneca Railroad extends from Kankakee to Seneca, Illinois, a distance of 42.32 miles.

The track is laid with iron rails, 56 pounds to the yard.

The number of ties laid during the year was 3,700.

It has 5 wooden bridges, with an aggregate length of 1,330 feet, and 1 iron bridge 141 feet in length.

The track and equipment of the road are fair, and its general character is good.

LAKE ERIE AND WESTERN.

The Lake Erie and Western Railway has 81 miles of main line in Illinois, extending from the Indiana State Line to Bloomington, Illinois.

About one-half of its track is steel; the balance is iron rail.

The physical condition of the road is good for a dirt road-bed.

Its motive power and rolling stock are in good repair, and sufficient for its traffic.

LAKE SHORE AND MICHIGAN SOUTHERN.

The Lake Shore and Michigan Southern Railroad has 14.02 miles of main line in Illinois.

It has steel rails, and is well ballasted and tied.

Its equipment, stations and track are first-class.

LOUISVILLE, EVANSVILLE AND ST. LOUIS.

The Louisville, Evansville and St. Louis Railroad has 64.3 miles of track in Illinois, of which about two-thirds is laid with steel rails, 56 pounds to the yard.

The number of ties laid during the year on the whole line was 37,000.

It has 7 piling bridges in Illinois, with an aggregate length of 536 feet. The number of bridges on the entire line are as follows: 9 wooden, 1 iron, and 14 combination.

The equipment of the road is first class, and in quantities sufficient for its traffic.

The general character of the road is good, its road-bed being well surfaced and tied.

MICHIGAN CENTRAL.

The Michigan Central Railroad has 6.07 miles of main line in Illinois.

The track is well ballasted and tied, and is laid with steel rails, 60 pounds to the yard.

Its track and equipment are first-class.

ST. LOUIS AND CAIRO, AND MOBILE AND OHIO.

This road was originally chartered under the name of the St. Louis and Cairo Railroad. Since February 1st, it has been operated under an agreement by the Mobile and Ohio Railroad Company, since which time the road has been changed from a narrow to a standard gauge.

It has 151.6 miles of main line, and 9 miles of branches; making the total length of the road operated in Illinois, 160 miles.

It has 70 miles of steel rails, the balance being iron; the weight of each is 40 pounds to the yard. The number of ties laid during the year was 17,665.

It has in Illinois the following number and kinds of bridges:— 9 wooden, with an aggregate length of 686 feet; 1 iron, 198 feet in length; 2 combination, with an aggregate length of 220 feet, and 402 piling, with an aggregate length of 30,169 feet.

The road-bed and track are in good condition, and its equipment is fair.

MOLINE AND SOUTHEASTERN NARROW GAUGE.

The Moline and Southeastern Railroad has 8 miles of track, which is laid with iron rails, 20 pounds to the yard.

As the road has not been operated, we cannot give its condition as to road-bed and track.

NEW YORK, CHICAGO AND ST. LOUIS.

The New York, Chicago and St. Louis Railroad has 9.96 miles of main track in Illinois, all of which is steel railed and well ballasted.

In all of its appointments it is first-class.

OHIO AND MISSISSIPPI.

The main line of the Ohio and Mississippi Railroad extends from Cincinnati, Ohio, to East St. Louis, Illinois, a distance of 338.05 miles, of which 146.63 miles are in Illinois. The branch extends from Beardstown to Shawneetown, Illinois, a distance of 224.86 miles; making the total length of road operated in Illinois, 371.49 miles.

The main line is well ballasted, and is laid with steel rails, 56 pounds to the yard. The number of ties laid on the whole line during the year was, 206,083. The physical condition of the main line and its equipment are good.

The physical condition of the branch is very poor. The iron is very much worn, and its road-bed is in a demoralized condition, especially so, south of Flora. New rails and work are needed, including ties, to make the road what it should be,—safe for the running of trains at a fair rate of speed over its track.

The equipment of the branch is good.

It has in Illinois the following number and kinds of bridges:— 3 wooden, with an aggregate length of 362 feet; 6 iron, with an aggregate length of 1,183 feet, and 241 piling, with an aggregate length of 38,311 feet, all of which are considered safe.

It built during the year 7 piling bridges, with an aggregate length of 1,488 feet.

PITTSBURG, FT. WAYNE AND CHICAGO.

The Pittsburg, Ft. Wayne and Chicago Railroad has 14.75 miles of main line in Illinois, and 12.88 miles of double track.

The track is laid with steel rails, 60 to 67 pounds to the yard, is well ballasted and is in first class condition.

It has in Illinois 2 iron bridges, with an aggregate length of 379 feet, and 1 piling bridge, 130 feet in length.

The equipment of the road is first-class.

PEORIA, DECATUR AND EVANSVILLE.

The main line of the Peoria, Decatur and Evansville Railroad extends from Pekin, Ill., to Evansville, Ind., a distance of 334.49 miles, of which 203.05 miles are in Illinois. It has steel rails on 168.99 miles of its track, weight 52 pounds to the yard. The balance are iron, 56 pounds to the yard. The number of new ties laid during the year was 72,581. The road is ballasted with dirt, and its physical condition is good.

It has in Illinois 4 wooden bridges, with an aggregate length of 1,045 feet, and 224 piling bridges, with an aggregate length of 24,800 feet.

The road-bed and bridges are in good condition, and considered safe for its traffic. Its equipment is in good repair and sufficient.

PEORIA AND PEKIN UNION.

The Peoria and Pekin Union Railroad has 18 miles of track in Illinois, which is laid with steel rails, 58 pounds to the yard. The number of ties laid during the year was 6,372. It has 1 wooden bridge, 1,041 feet in length; 1 combination bridge, 1,025 feet in length, and 37 piling bridges, with an aggregate length of 5,016 feet.

The road-bed, track and bridges are in a safe condition.

Its business consists largely in affording facilities for other roads to enter Peoria from the south and east, and hauling coal, for which it has sufficient equipment.

ROCK ISLAND AND PEORIA.

The Rock Island and Peoria Railroad has within the State of Illinois 91 miles of main line, and 22 miles of branches, making the total length of the road operated 113 miles.

The track is laid with steel rails, 56 pounds to the yard. The number of ties laid during the year was 31,781.

It has the following number and kinds of bridges: 9 wooden, with an aggregate length of 492 feet; 3 iron, with an aggregate length of 1,220 feet; 1 combination, length 110 feet; 27 trestle, with an aggregate length of 1,328 feet, and 149 piling, with an aggregate length of 11,250 feet.

It built during the year 2 iron bridges, 760 feet in length, and 17 piling, 15,588 feet in length.

The road-bed is soil, with some gravel. The general character of the road is good. Its equipment, rolling stock and track are in good condition.

ST. LOUIS, ALTON AND TERRE HAUTE.

The St. Louis, Alton and Terre Haute Railroad has 180 miles of main line in Illinois, and 141 miles of branches.

The main line is leased to the Indianapolis and St. Louis Railroad Company. The track of the main line is in first-class condition.

The branches are operated by its own officers. The rails on the branches are mostly iron, 50 pounds to the yard. The number of ties laid during the year was 36,914.

It has the following number and kind of bridges: 4 wooden, with an aggregate length of 275 feet; 2 iron, with an aggregate length of 314 feet, and 3,475 feet of piling bridges.

Its equipment, rolling stock, track and bridges are in good condition.

ST. LOUIS COAL RAILROAD.

The St. Louis Coal Railroad consists of three branches, whose combined mileage is 49.59 miles.

A portion of the track is laid with steel rails, 60 pounds to the yard. The balance is laid with iron rails, 56 pounds to the yard.

Its traffic consists principally in hauling coal, but it also does a limited passenger business.

Its equipment is good, and sufficient for its traffic.

This road is operated by a receiver.

SOUTHEAST AND ST. LOUIS (L. & N.)

The Southeast and St. Louis Division of the L. & N. Railroad has 180.4 miles of track in Illinois.

Almost all of the track is laid with steel rails, 58 pounds to the yard. The iron rails on the road are of 52 pounds weight to the yard. The number of ties laid during the year was 65,000.

It has in Illinois the following number and kind of bridges: 2 wooden Howe truss, with an aggregate length of 502 feet; 1 iron pin and link, 240 feet in length; 2 combination, with an aggregate length of 402 feet; 6 frame trestle, with an aggregate length of 335 feet, and 161 piling, with an aggregate length of 13,525 feet. It built during the year 26 piling trestle bridges, aggregating 2,330 feet.

The road is well ballasted, and its physical condition good.

Its equipment is first-class and ample.

ST. LOUIS, ROCK ISLAND AND CHICAGO.

The St. Louis, Rock Island and Chicago Railroad has 287.16 miles of main line in Illinois, extending from Sterling to East St. Louis, and 19.61 miles of branches; making the total length of the road operated, 306.77 miles.

It has 246.93 miles of steel rails, 56 pounds to the yard. The balance are iron, 54 pounds to the yard.

The number of ties laid during the year was 124,451.

It has the following number and kind of bridges: 15 wooden, with an aggregate length of 2,372 feet; 2 iron, with an aggregate length of 337 feet; 3 combination, with an aggregate length of 973 feet, and 511 piling, with an aggregate length of 41,036 feet.

The track is well ballasted with gravel and stone, and its physical condition is good.

Its equipment is first-class, and is sufficient for its traffic.

TERRE HAUTE RAILROAD COMPANY, (LESSEE OF THE ST. LOUIS, VANDALIA AND TERRE HAUTE.)

The St. Louis, Vandalia and Terre Haute Railroad has 159.13 miles of main line in Illinois, which is laid with steel rails, 60 pounds to the yard. The track is well ballasted with gravel. The number of ties laid during the year was 75,427. It has in Illinois, 10 wooden bridges, with an aggregate length of 1,375 feet, and 15,726 feet of piling bridges, all of which are in a good condition.

The physical condition of the road is good, and its equipment is first class.

TOLEDO, ST. LOUIS AND KANSAS CITY.

The Toledo, St. Louis and Kansas City Railroad Company was formed by the consolidation of the Bluffton, Kokomo and South-western Railroad of Indiana, the Toledo, Charleston and St. Louis Railroad of Illinois, and the Toledo, Dupont and Western Railroad of Ohio. The property was acquired by purchase at a judicial sale by the U. S. Court the last of December, 1885, and the present company was formed on the 9th of April, 1886.

The road extends from Toledo, Ohio, to East St. Louis, Illinois, a distance of 450.75 miles, of which 179.47 miles are in Illinois.

It is the intention of this company, early in the year 1887, to change this road from a narrow, to a standard gauge, and make a first-class road of it in every particular.

No work has been done on the road or its equipment during the last year, other than to put it in a safe condition for handling its traffic.

TOLEDO, PEORIA AND WESTERN.

This road has been operated by receivers, but has lately been sold by order of the court, and was purchased by the bondholders of the road, and is now operated by them.

It has 219.8 miles of main line in Illinois extending from Warsaw to the Indiana State line, and 10.3 miles of branches, making the total length of the road operated, 230.1 miles.

It has 179.2 miles of steel rails, 56 pounds to the yard. The balance are iron, 50 pounds to the yard. The number of ties laid during the year was 79,349. It has 31 wooden bridges, with an aggregate length of 2,204 feet; 1 iron bridge, 289 feet in length; 3 combination bridges, with an aggregate length of 568 feet, and 55 piling bridges, with an aggregate length of 20,170 feet. It built during the year, 6 wooden bridges, with an aggregate length of 323 feet, and 63 piling bridges, with an aggregate length of 2,805 feet.

The road has been greatly improved in the last year in its track and bridges.

WABASH, ST. LOUIS AND PACIFIC.

The Wabash, St. Louis and Pacific Railway has in the State of Illinois 894.6 miles of track, of which 327 miles have iron rails, 56 pounds to the yard, and 567.6 have steel rails, 63 pounds to the yard. The number of ties laid during the year was 343,496.

It has the following number and kinds of bridges in Illinois: 24 wooden, with an aggregate length of 3,762 feet; 12 iron, with an aggregate length of 3,686 feet, and 789 piling, with an aggregate length of 88,433 feet. It built during the year, 3 wooden bridges, with an aggregate length of 607 feet, and 85 piling bridges, with an aggregate length of 4,630 feet.

The physical condition of the main line is good. The branch from Springfield to Havana, Illinois, is in a very poor condition, and needs a great deal of work to put it in a fair condition.

The equipment of the road and its motive power and rolling stock are in good condition.

The Jerseyville branch has lately been sold to the St. Louis and Central Illinois Railroad Company, and is now operated by them.

WABASH, CHESTER AND WESTERN.

The Wabash, Chester and Western Railroad has 40.83 miles of main line, and 1.43 miles of branches; making the total length of the road operated, 42.26 miles.

It has 33.31 miles of iron rails, 45 pounds to the yard, and 8.95 miles of steel rails, 60 pounds to the yard. The number of ties laid during the year was 25,236. It has 85 piling bridges, with an aggregate length of 8,169 feet.

The road has been improved much in the year past, and is now considered safe for trains at a reasonable rate of speed.

Its motive power and rolling stock are in a fair condition.

PHYSICAL CONDITION OF PROJECTED ROADS, OR ROADS IN PROCESS OF CONSTRUCTION.

CHICAGO, BURLINGTON AND NORTHERN.

The Chicago, Burlington and Northern Railroad has been built from Oregon, Illinois, to the Wisconsin State line, and from Savanna to Fulton, Illinois, a distance of 92.3 miles.

The road has been in operation but a short time, and we are unable to give the particular condition of the road, except to say that the track has steel rails, and is well ballasted and tied.

The equipment of the road is first-class.

CHICAGO AND GREAT WESTERN.

The Chicago and Great Western Railroad was chartered from Chicago to LaSalle, Illinois. Eight miles of the road has been built and equipped.

CHICAGO AND WISCONSIN.

The Chicago and Wisconsin Railroad was chartered from Chicago to the Wisconsin State line. Fifty miles have been graded and ironed, and is being ballasted with the expectation of operating it by January 1, 1887.

CHICAGO, EVANSTON AND LAKE SUPERIOR.

This company was formed by the consolidation of the Chicago and Evanston Railroad with the Chicago and Lake Superior Railroad.

From Chicago to Evanston, a distance of 11.5 miles, it has been finished, and is being operated by the Chicago, Milwaukee and St. Paul Railroad until terminal facilities can be secured in Chicago for its business.

JOLIET, AURORA AND NORTHERN.

The Joliet, Aurora and Northern Railroad was chartered from the Indiana State Line to the Mississippi River.

Eighteen miles of the road have been graded and ironed, and the company expect to complete the road from Joliet to Aurora the present year.

ST. LOUIS AND CHICAGO.

The St. Louis and Chicago Railroad extends from Litchfield to Springfield, Illinois, a distance of 45 miles. Thirty-five miles have been graded and ironed. The track is laid with steel rails, 65 pounds to the yard.

The Company expect to have the road completed to Springfield by February 1st, 1887.

RAILROADS
OF
ILLINOIS.

RAILROAD RETURNS.

BALTIMORE AND OHIO AND CHICAGO RAILROAD.

ORGANIZATION AND CONSTRUCTION.

Originally organized as the Baltimore, Pittsburg and Chicago Railway Company, March 13, 1872, and in 1877 changed to Baltimore and Ohio and Chicago Railroad Company; was put in operation November 17, 1874, from junction of the Illinois Central Railroad to Chicago Junction, Ohio, a distance of 262.5 miles.;

OFFICERS.

| | |
|---|----------------|
| President, G. J. Foreacre..... | Newark, O. |
| General Solicitor, John K. Cowen..... | Baltimore, Md. |
| Secretary-Treasurer, J. Hope Sutor..... | Newark, O. |
| Auditor, W. T. Thelin..... | Baltimore, Md. |
| General Manager, B. Dunham..... | Baltimore, Md. |
| General Superintendent, G. J. Foreacre..... | Newark, O. |
| Division Superintendent, F. H. Britton..... | Garrett, Ind. |
| Chief Engineer, J. L. Randolph..... | Baltimore, Md. |
| General Freight Agent, Frank Harriott..... | Baltimore, Md. |
| General Passenger Agent, C. K. Lord..... | Baltimore, Md. |
| General Ticket Agent, L. M. Cole..... | Baltimore, Md. |
| Purchasing Agent, N. S. Hill..... | Baltimore, Md. |
| Superintendent of Telegraph, Chas. Selden..... | Baltimore, Md. |
| General Baggage Agent, J. Van Smith..... | Baltimore, Md. |
| Superintendent of Motive Power, W. H. Harrison..... | Baltimore, Md. |
| Resident Engineer, P. H. Irwin..... | Baltimore, Md. |

General Office at corner LaSalle and Adams streets, Chicago, Ill.

Date of annual election: Thursday following third Tuesday in April

DIRECTORS.

| | |
|-----------------------|----------------|
| John Tyrrell..... | Chicago, Ill. |
| Isaac G. Lombard..... | Chicago, Ill. |
| M. T. Ames..... | Chicago, Ill. |
| James Walsh..... | Chicago, Ill. |
| Carrol Sprigg..... | Chicago, Ill. |
| John K. Cowen..... | Baltimore, Md. |
| George R. Dennis..... | Frederick, Md. |
| Orland Smith..... | Cincinnati, O. |
| G. J. Foreacre..... | Newark, O. |

CAPITAL STOCK.

| | |
|---|----------------|
| Amount of common stock..... | \$1,503,450 00 |
| Number of stockholders in Illinois..... | 5 |
| Number elsewhere..... | 12 |
| Amount of stock held in Illinois..... | \$1,250 00 |
| Number of shares held in Illinois..... | 25 |

FUNDED DEBT.

The funded debt consists of \$7,744,000 of first mortgage bonds, dated June 1877, due June, 1927, and bearing 6 per cent. interest, payable June and December.

Average bonded debt per mile for 262.6 miles, \$29,489.

UNFUNDED DEBT.

| | |
|--|----------------|
| Vouchers and accounts (other than current) | \$5,022,645 32 |
| Total..... | \$5,022,645 32 |

TOTAL LIABILITIES.

| | |
|---------------------------------------|----------------|
| Common stock | \$1,503,450 00 |
| Bonded debt | 7,744,000 00 |
| Floating debt..... | 5,022,645 32 |
| Aggregate | \$4,270,095 32 |
| Average per mile for 262.6 miles..... | 35,214 96 |

LENGTH OF TRACK.

| Main Line. | Whole line miles. | Main line and branch's miles. | In Illinois, miles. | Main line and branch's in Ill. |
|---|-------------------|-------------------------------|---------------------|--------------------------------|
| From Chicago Junction, O., to Baltimore Junction, Ill | 262.6 | 262.6 | 5.91 | ..... |
| Main line and branches | 262.6 | 262.6 | 5.91 | 5.91 |
| Sidings on main line..... | 70.64 | ..... | ..... | ..... |
| Sidings on branches..... | ..... | 70.64 | 20.81 | 20.81 |
| Aggregate length of all tracks..... | ..... | 333.24 | ..... | 26.75 |

Proportion of road in Illinois, .0225 per cent.

RAILS AND TIES.

| | |
|-----------------------------------|------------------|
| Steel— | |
| On road | 262.6 miles |
| Average weight per yard..... | 50 and 67 pounds |
| Ties— | |
| Average number per mile..... | 35,000 |
| Number laid during the year | 90,057 |

BRIDGES.

| | |
|--------------------------------------|-----------------|
| Number of iron in Illinois, 1 | length 136 feet |
| Number of piling in Illinois, 3..... | length 150 feet |
| Total, 4 | length 286 feet |

BUILT DURING THE YEAR—WHOLE LINE.

| | |
|------------------------|-----------------|
| Number of iron, 2..... | length 136 feet |
|------------------------|-----------------|

FENCING.

| | Whole line, Length in miles. | In Illinois, Length in miles. |
|----------------------|------------------------------|-------------------------------|
| Post and board | 379.33 | 5.75 |
| Wire | 116.17 | 75 |
| Total..... | 495.50 | 6.50 |

Built during the year, 10.67 miles of wire

STATIONS.

| | |
|-----------------------------|----|
| Number in Illinois..... | 37 |
| Number out of Illinois..... | 60 |
| Total on whole line..... | 73 |

EQUIPMENT.

All equipment other than 370 box cars, is furnished by B. & O. R. R. Co

AVERAGE LIFE (IN YEARS) OF RAILS, TIES, BRIDGES, ETC.

| | |
|-----------------------------|--------------------------------|
| Rails— | |
| Iron..... | Good after nine years service. |
| Steel..... | |
| Joint fastenings, iron..... | Good after nine years service. |
| Frogs..... | 3 |
| Ties— | |
| Oak..... | 7 |
| Bridges— | |
| Trestles..... | 8 |
| Telegraph poles— | |
| Cedar..... | 10 |
| Fence posts..... | 8 |

EMPLOYEES.

NUMBER, CHARACTER OF SERVICE, AND ANNUAL SALARIES OF EMPLOYEES.

| Average No. em- ployed. | Officers and Em- ployés. | Average yearly salary. | Aggregate yearly salary. |
|-------------------------------|---|------------------------------|--------------------------------|
| 1 | Master mechanic..... | \$1,800 00 | \$1,800 00 |
| 1 | Road master..... | 1,500 00 | 1,500 00 |
| 47 | Clerks..... | 600 00 | 28,200 00 |
| 70 | Machinists..... | 720 00 | 50,400 00 |
| 14 | Passenger conductors..... | 1,080 00 | 15,120 00 |
| 40 | Freight conductors..... | 780 00 | 31,200 00 |
| 20 | Passenger engineers..... | 1,300 00 | 26,000 00 |
| 10 | Freight engineers..... | 840 00 | 33,600 00 |
| 60 | Firemen..... | 600 00 | 36,000 00 |
| 25 | Wipers..... | 350 00 | 7,850 00 |
| 19 | Baggagemen..... | 600 00 | 11,400 00 |
| 95 | Brakemen..... | 480 00 | 45,600 00 |
| 22 | Station agents, not telegraph operators..... | 540 00 | 11,880 00 |
| 22 | Station agents, also telegraph operators..... | 480 00 | 10,560 00 |
| 35 | Telegraph operators, not station agents..... | 480 00 | 16,840 00 |
| 86 | Carpenters..... | 575 00 | 49,450 00 |
| 57 | Section foremen..... | 480 00 | 27,360 00 |
| 275 | Sectionmen..... | 360 00 | 99,000 00 |
| 140 | Laborers..... | 360 00 | 50,400 00 |
| 17 | Flagmen..... | 360 00 | 6,120 00 |
| 70 | Switchmen and watchmen..... | 780 00 | 54,600 00 |
| 18 | Bridge tenders and pumpers..... | 420 00 | 7,560 00 |
| 450 | Other employes..... | 400 00 | 180,000 00 |
| 1,624 | Total..... | | \$802,440 00 |

Of these employees, 377 are employed in Illinois, and their aggregate annual salary is \$189,862.00.

TRAFFIC.

PASSENGERS AND FREIGHT CARRIED.

| | Whole line. | In Illinois. |
|--|-------------|--------------|
| Total passengers carried | 330,155 | |
| Number of passengers carried one mile | 29,058,575 | |
| Average number of miles traveled by each passenger | 88 | |
| Average receipts per passenger per mile | 17-10cts. | |
| Through freight, in tons | 1,131,038 | 984,739 |
| Local freight, in tons | 192,228 | 52,073 |
| Total tons freight carried | 1,323,266 | 1,036,812 |
| Average tons of freight carried one mile | 273,158,469 | |
| Average receipt per ton freight per mile | 188-1000 | |
| Proportion freight carried in Illinois | 78.3 | |

FREIGHT CLASSIFIED.

| | Whole line tons. | In Illinois tons. |
|---|---------------------|----------------------|
| Corn | 75,386 | 51,151 |
| Wheat | 36,086 | 13,613 |
| Rye | 2,570 | 1,850 |
| Oats and barley | 39,711 | 35,277 |
| Flour | 28,376 | 22,419 |
| Provisions | 61,425 | 60,436 |
| Salt | 16,819 | 15,636 |
| Agricultural implements | 6,817 | 4,061 |
| Furniture | 1,019 | 559 |
| Wagons and other manufactured articles | 10,610 | 6,957 |
| Lumber | 62,246 | 19,687 |
| Other forest products | 36,318 | 7,919 |
| Horses and mules | 2,798 | 1,188 |
| Cattle | 18,308 | 18,249 |
| Hogs and sheep | 13,205 | 9,662 |
| Iron, lead and other mineral products | 117,555 | 138,721 |
| Stone, brick, sand, lime, clay, cement and stucco | 40,898 | 35,723 |
| Coal | 379,122 | 300,028 |
| Coke | 117,289 | 136,012 |
| Merchandise | 51,353 | 47,902 |
| Other articles | 111,325 | 109,732 |
| Total tons | 1,323,266 | 1,036,812 |

MILEAGE.

TRAIN MILEAGE.

| Trains. | Whole line. | In Illinois. |
|---------------------------|-------------|--------------|
| Passenger | 821,163 | 18,483 |
| Freight | 1,204,160 | 27,033 |
| Total train mileage | 2,025,623 | 45,516 |

CAR MILEAGE.

| Cars. | Whole line. | In Illinois. |
|-----------------------------------|-------------|--------------|
| Passenger, mail and baggage | 4,305,890 | 96,882 |
| Freight | 34,091,589 | 767,061 |
| Total car mileage | 38,397,489 | 866,943 |

INCOME.

MONTHLY TRANSPORTATION EARNINGS—WHOLE LINE.

| Months. | From passenger department. | From freight department. | Total. |
|---------------------|----------------------------------|--------------------------------|----------------|
| 1885, July | \$44,934 58 | \$88,949 14 | \$133,883 72 |
| " August | 50,591 69 | 91,871 24 | 142,462 93 |
| " September | 53,840 17 | 118,196 37 | 172,036 54 |
| " October | 55,549 81 | 143,170 89 | 198,720 70 |
| " November | 43,944 09 | 115,216 25 | 159,160 34 |
| " December | 40,906 88 | 149,814 65 | 190,721 53 |
| 1886, January | 53,434 68 | 119,002 22 | 152,436 90 |
| " February | 39,479 38 | 105,606 15 | 145,085 53 |
| " March | 48,266 48 | 132,959 17 | 181,225 65 |
| " April | 52,417 64 | 111,103 11 | 163,520 75 |
| " May | 40,440 86 | 105,026 78 | 145,467 64 |
| " June | 48,193 20 | 140,911 84 | 189,105 04 |
| Total..... | \$551,999 46 | \$1,421,827 81 | \$1,973,827 27 |

IN ILLINOIS.

| Months. | From passenger department. | From freight department. | Total. |
|---------------------|----------------------------------|--------------------------------|-------------|
| 1885, July | \$1,011 03 | \$2,001 35 | \$3,012 38 |
| " August | 1,138 31 | 2,067 19 | 3,205 41 |
| " September | 1,211 41 | 2,659 42 | 3,870 83 |
| " October | 1,249 88 | 3,221 34 | 4,471 22 |
| " November | 988 74 | 2,592 37 | 3,581 11 |
| " December | 920 41 | 3,370 83 | 4,291 24 |
| 1886, January | 752 28 | 2,677 55 | 3,429 83 |
| " February | 888 29 | 2,376 14 | 3,264 43 |
| " March | 1,085 99 | 2,991 58 | 4,077 57 |
| " April | 1,179 40 | 2,499 82 | 3,679 22 |
| " May | 909 91 | 2,363 10 | 3,273 01 |
| " June | 1,084 34 | 3,170 52 | 4,254 86 |
| Total..... | \$12,419 99 | \$31,991 12 | \$44,411 11 |

TOTAL INCOME FROM ALL SOURCES.

| Sources. | Whole line. | In Illinois. |
|---|----------------|--------------|
| From passenger and freight departments..... | \$1,973,827 27 | \$44,411 11 |
| Total income from all sources | \$1,973,827 27 | \$44,411 11 |

DEDUCTIONS MADE FROM TRANSPORTATION EARNINGS.

| Average Earnings. | Whole line. |
|--|-------------|
| Average passenger department earnings per mile | \$2,102 06 |
| Average freight department earnings per mile | 5,414 42 |
| Average gross transportation earnings per mile | 8,516 48 |
| Average net transportation earnings per mile | 1,119 32 |

OPERATING EXPENSES AND TAXES.

| Items of Operating Expenses. | Whole line. | In Illinois. |
|--|----------------|--------------|
| General expenses | \$42,875 07 | \$964 69 |
| Law expenses | 12,586 97 | 283 21 |
| Insurance, rents, etc. | 62,454 40 | 1,405 22 |
| Superintendent, yardmasters and switchmen | 79,177 12 | 1,781 49 |
| Outside agencies and advertising | 108,681 98 | 2,445 34 |
| Contingencies, etc. | 34,429 18 | 774 66 |
| Repairs or renewals—bridges (including culverts and cattle- guards) | 11,504 93 | 258 86 |
| Repairs or renewals—buildings (depots) | 14,208 54 | 319 69 |
| Repairs or renewals—fences, road-crossings and labor | 98,137 10 | 2,208 09 |
| Renewals of rails | 7,807 04 | 175 66 |
| Renewals of ties | 28,994 44 | 652 37 |
| Repairs of roadway and track—joint fastenings and ballast | 11,249 96 | 253 12 |
| Repairs of locomotives | 208,007 29 | 4,680 16 |
| Fuel for locomotives | 178,151 68 | 4,008 41 |
| Water supply and repairs of stations | 12,025 90 | 270 58 |
| Oil and waste | 35,055 31 | 788 74 |
| Depot labor | 91,818 71 | 2,065 92 |
| Repairs of passenger cars | 55,635 95 | 1,251 81 |
| Passenger train service | 67,116 39 | 1,516 87 |
| Passenger train baggage-masters | 9,181 53 | 206 59 |
| Repairs of freight cars | 181,427 39 | 4,149 62 |
| Freight train service | 153,010 49 | 3,442 74 |
| Cleaning engines and cars | 59,116 95 | 1,336 88 |
| Telegraph expense (maintenance and operating) | 29,817 22 | 670 89 |
| Damage and loss of freight and baggage | 5,850 56 | 131 64 |
| Damage to property and cattle | 2,576 59 | 57 97 |
| Personal injury | 5,008 06 | 112 68 |
| Agents and clerks | 70,386 95 | 1,583 71 |
| Total operating expenses | \$1,679,893 72 | \$37,797 61 |
| Taxes | 61,112 58 | 1,142 53 |
| Total operating expenses and taxes | \$1,741,006 30 | \$38,940 14 |

Average operating expenses (less taxes) per mile, \$6,397 15.

Proportion of operating expenses (less taxes) to earnings, 85 10 per cent.

EXPENSES IN ADDITION TO OPERATING EXPENSES AND TAXES.

| | |
|---|--------------|
| Construction | |
| Whole line | \$69,385 14 |
| In Illinois | \$23,650 11 |
| Interest— | |
| On funded debt | 161,640 00 |
| On unfunded debt | 301,358 71 |
| Total additional expenses—Whole line | \$825,383 85 |
| Total additional expenses—In Illinois | \$23,650 11 |

GENERAL EXHIBIT.

NET INCOME, DIVIDENDS, BALANCES.

| | |
|--|----------------|
| Total income | \$1,973,829 27 |
| Operating expenses, less taxes | 1,679,893 72 |
| Excess of income over operating expenses | \$293,935 55 |
| Less taxes | 61,112 58 |
| Excess of income over operating expenses and taxes | \$229,820 97 |

| | | |
|--|-------------|-----------------------|
| Interest on funded debt | 5164,640 00 | |
| Interest on unfunded debt | 301,358 71 | |
| | | <u>\$765,998 71</u> |
| Net income (deficit)..... | | \$536,177 74 |
| Balance for the year (loss) | | 536,177 74 |
| Balance (loss) last year | | <u>1,337,647 28</u> |
| Balance (loss)..... | | <u>\$1,873,825 02</u> |
| Balance (loss) carried forward to next year..... | | <u>\$1,873,825 02</u> |

GENERAL BALANCE SHEET.

NOTE:—The length of the B. & O. & C. R. R. Co., from Chicago Junction, Ohio, to a point where it unites with the Illinois Central Railroad, is 262.20 miles, and the proportion of road in Illinois is 5.91 miles.

The whole line is operated as a unit and no separate balance sheet has been made up for the proportion in Illinois.

ADDITIONAL INFORMATION.

Baltimore and Ohio Railroad operates its own express.

Baltimore and Ohio Railroad operates its own sleeping cars.

This Company has one machine shop in Illinois, located at South Chicago, Hyde Park township, Cook county. Amount invested, \$25,000. Men employed, 110. Kinds of work done, running repairs for the entire line.

STATEMENT OF ACCIDENTS.

KILLED AND INJURED DURING THE YEAR.

| Description. | Whole line. | | In Illinois. | |
|-----------------|-------------|----------|--------------|----------|
| | Killed. | Injured. | Killed. | Injured. |
| Passengers..... | 3 | 6 | 3 | 6 |
| Employees..... | 10 | 68 | 3 | 2 |
| Others..... | 8 | 4 | 3 | 2 |
| Total..... | 21 | 78 | 6 | 8 |

| No. | Name of person. | Occupation | Cause of accident. | Date of accident. | Character of injury. |
|-----|-----------------|-----------------|--|-------------------|--|
| 1 | Ed. Lapham | Switchman. | Fell from engine. | Feb. 26, 1885. | Ankle sprained and bones in foot broken. |
| 2 | Mrs. A. Koraeha | Citizen | Crawling under car. | Aug. 28 | Killed. |
| 3 | Thomas A. Ryan | Citizen | Fell from train. | Sept. 9 | Finger mangled. |
| 4 | D. M. Van Hook | Brakeman | Coupling cars. | Oct. 8 | Killed. |
| 5 | James Hicks | Citizen | Fell from train. | Nov. 22 | Leg cut off. |
| 6 | Willie Patton | School boy | Getting on train in motion. | Nov. 12 | Three ribs broken. |
| 7 | John Harrison | Supt. of track | Fell from engine. | Dec. 3 | Killed. |
| 8 | Henry Hoyle | Citizen | Supposed to have been struck by No. 1. | Jan. 11, 1886. | Bruised. |
| 9 | Ed. Polton | Citizen | Crossing track. | Jan. 21, 1886. | Killed. |
| 10 | A. Wilson | Transfer clerk. | Walking on track. | Feb. 27 | Leg and arm broken and internally injured. |
| 11 | W. T. DeCoursey | Transfer clerk. | Fell from train. | Feb. 27 | Three ribs broken. |
| 12 | J. H. Geiger | Brakeman | Fell from car. | Apr. 1 | Killed. |
| 13 | M. Quinn | Citizen. | Getting off train in motion. | Apr. 28 | Side and hip bruised, finger crushed and wound on arm. |
| 14 | Peter Jackson | Switchman. | Walking on track. | June 14 | |

THE BELT RAILWAY COMPANY OF CHICAGO.

ORGANIZATION AND CONSTRUCTION.

The Belt Railway Company of Chicago was organized November 22, 1882, to construct, complete and operate the line of railway herein described: Beginning at a point on Lake Michigan near Belmont Avenue, in Lake View Town, thence westwardly about six (6) miles to a junction with the Chicago, Milwaukee and St. Paul, in the town of Jefferson; thence southwardly about thirteen (13) miles to near the center of Sec. 27, T. 38, R. 13; thence due eastwardly about four and one-half (4½) miles to Stony Island Boulevard; thence eastwardly about one (1) mile; thence southwardly about five (5) miles to a junction with the main line of the Chicago and Western Indiana Railroad, together with a branch to the lake at 87th street, and also such branches and turnouts as may be necessary to reach warehouses, lumber or stock yards or docks, in the vicinity of said above described line of road, all of which is in Cook county, Illinois; it being the intention that this shall be a connecting line of railroad between the several railroads in Cook county, in order to transact a general transfer business.

The road is completed from its junction with the main line of the Chicago and Western Indiana Railroad to a junction with the Chicago and Northwestern Railway, in the northern part of the town of Cicero, a distance of twenty-three and sixty-seven one-hundredths (23.67) miles.

The Belt Railway Company of Chicago has effected a lease with the Chicago and Western Indiana Railroad Company, whereby the latter company turns over to it all the above mentioned line of railroad, with certain equipment as hereinafter reported in detail, at an annual rental of ten thousand (10,000) dollars.

The Belt Railway Company of Chicago commenced to operate its property May 1, 1883.

The line has been completed to the C. M. & St. P. R'y, a distance of 1.8 miles, by the C. & W. I. R. R. Co., and turned over to this Company October 1, 1883.

OFFICERS.

| | |
|------------------------------------|---------------|
| President, John B. Carson | Chicago, Ill. |
| General Solicitor, C. M. Osborn | Chicago, Ill. |
| Secretary, M. J. Clark | Chicago, Ill. |
| Treasurer, G. W. Stokes | Chicago, Ill. |
| Auditor, M. J. Clark | Chicago, Ill. |
| General Manager, James D. Carson | Chicago, Ill. |
| Master Mechanic, R. W. Johnson | Chicago, Ill. |
| General Road Master, John P. Doorn | Chicago, Ill. |

General office at Chicago, Ill.

Date of annual election, first Tuesday in June.

DIRECTORS.

| | |
|----------------|----------------|
| John B. Carson | Chicago, Ill. |
| George H. Ball | Boston, Mass. |
| F. Broughton | Chicago, Ill. |
| W. J. Spicer | Detroit, Mich. |
| A. A. Palmage | St. Louis, Mo. |

CAPITAL STOCK

| | |
|------------------------------------|-----------|
| Amount of common stock | \$200,000 |
| Number of stockholders in Illinois | 2 |
| Number elsewhere | 8 |
| Amount of stock held in Illinois | 200 |
| Number of shares held in Illinois | 2 |

UNFUNDED DEBT.

| | |
|--|--------------|
| Liabilities—interest paid on same during year..... | \$393,161 82 |
|--|--------------|

TOTAL LIABILITIES.

COMMON STOCK AND UNFUNDED DEBT—ALL IN ILLINOIS.

| | |
|--|--------------|
| Common stock..... | \$200,000 00 |
| Floating debt..... | 393,161 82 |
| Aggregate..... | \$593,161 82 |
| Average per mile, for 21.31 miles..... | 27,825 00 |

LENGTH OF TRACK.

| Main Line. | Whole Line, Miles. | Main Line and Branches, Miles. |
|---|--------------------|--------------------------------|
| From C. M. & St. P. Ry. to South Chicago..... | 21.31 | |
| Total length of branches leased from C. & W. L..... | | 21.31 |
| Double track on main line..... | | 11.18 |
| Sidings on main line..... | | 12 |
| Sidings on main line owned by Belt Co..... | | 9 |
| Aggregate length of all tracks..... | | 53.49 |

Proportion of road in Illinois, 100 per cent.

Difference from last year is in measurements.

RAILS AND TIES.

| | |
|----------------------------------|------------|
| Steel— | |
| Average weight per yard..... | 60 pounds. |
| Ties— | |
| Average number per mile..... | 3,000 |
| Number laid during the year..... | 1,453 |

BRIDGES.

| | |
|--------------------------------------|------------------|
| Number of wooden in Illinois, 1..... | length, 21 feet |
| Number of iron in Illinois, 2..... | length, 295 feet |
| Number of piling in Illinois, 2..... | length, 268 feet |

FENCING.

| | |
|-----------------------|-------------|
| Wire in Illinois..... | 13.91 miles |
| Cost per rod..... | 72 cents |

EQUIPMENT.

| Description. | Whole line. | Total. |
|---------------------------------------|-------------|--------|
| Locomotives—freight..... | 14 | 14 |
| Freight equipment..... | | |
| Cabooses..... | 5 | |
| Flat cars..... | 80 | |
| Dump cars..... | 50 | |
| Other cars (hand and push)..... | 8 | |
| Total number cars of all classes..... | | 143 |

EMPLOYES.

NUMBER, CHARACTER OF SERVICE, AND ANNUAL SALARIES OF EMPLOYEES.

| Average No. em- ployed. | Officers and Employees. | Average yearly salary. | Aggregate yearly salary. |
|-------------------------------|--|------------------------------|--------------------------------|
| 5 | General officers..... | \$1,560 00 | \$7,800 00 |
| 1 | Master of transportation..... | 1,800 00 | 1,800 00 |
| 1 | Master mechanic..... | 1,440 00 | 1,440 00 |
| 1 | Road master..... | 750 00 | 750 00 |
| 25 | Clerks..... | 480 00 | 12,004 00 |
| 13 | Machinists..... | 719 00 | 9,347 00 |
| 13 | Freight conductors..... | 960 00 | 12,480 00 |
| 15 | Freight engineers..... | 1,040 00 | 15,600 00 |
| 15 | Firemen..... | 660 00 | 9,900 00 |
| 12 | Wipers..... | 405 00 | 4,860 00 |
| 22 | Brakemen..... | 840 00 | 18,480 00 |
| 2 | Station agents not telegraph operators..... | 615 00 | 1,230 00 |
| 15 | Station agents also telegraph operators..... | 520 00 | 7,800 00 |
| 7 | Telegraph operators not station agents..... | 435 00 | 3,045 00 |
| 6 | Carpenters..... | 630 00 | 3,780 00 |
| 5 | Section foremen..... | 540 00 | 2,700 00 |
| 13 | Sectionmen..... | 380 00 | 5,070 00 |
| 6 | Flagmen..... | 200 00 | 1,240 00 |
| 6 | Switchmen and watchmen..... | 656 00 | 3,936 00 |
| 18 | Other employes..... | 638 00 | 11,484 00 |
| 201 | Total..... | | \$135,246 00 |

Of these employees all are employed in Illinois, and their aggregate annual salary is \$135,246.00.

INCOME.

MONTHLY TRANSPORTATION EARNINGS—WHOLE LINE.

| Months. | From freight department. |
|--------------------|--------------------------------|
| 1885, July..... | \$14,857 18 |
| " August..... | 11,441 43 |
| " September..... | 19,573 68 |
| " October..... | 23,560 68 |
| " November..... | 23,745 82 |
| " December..... | 18,283 19 |
| 1886, January..... | 14,621 98 |
| " February..... | 15,627 67 |
| " March..... | 16,706 95 |
| " April..... | 16,326 98 |
| " May..... | 17,185 83 |
| " June..... | 20,103 10 |
| Total..... | \$215,034 49 |

INCOME FROM OTHER SOURCES.

| Sources. | Whole line. |
|-----------------------------------|-------------|
| Track service..... | \$2,860 38 |
| Rent of equipment..... | 984 19 |
| Interest on C. & W. I. bonds..... | 6,365 00 |
| Miscellaneous..... | 5,654 56 |
| Total..... | \$15,864 13 |

TOTAL INCOME FROM ALL SOURCES.

| Sources. | Whole line. |
|-------------------------------|--------------|
| From freight department | \$215,034 49 |
| From other sources | 15,864 13 |
| Total | \$230,898 62 |

DEDUCTIONS MADE FROM TRANSPORTATION EARNINGS.

| Average earnings. | Whole line. |
|--|-------------|
| Average freight department earnings per mile | \$10,090 77 |
| Average gross transportation earnings per mile | 10,090 77 |
| Average net transportation earnings per mile | 891 70 |

OPERATING EXPENSES AND TAXES.

| Items of Operating Expenses. | Whole line. |
|--|--------------|
| Salaries general officers and clerks | \$16,060 40 |
| Law expenses | 125 98 |
| Insurance | 1,671 28 |
| Stationery and printing | 1,939 63 |
| Contingencies | 1,185 22 |
| Repairs or renewals—bridges (including culverts and cattle guards) | 781 15 |
| Repairs or renewals—buildings | 1,043 52 |
| Repairs or renewals—fences, road crossings or signs | 3,961 22 |
| Renewals of rails | 128 41 |
| Renewals of ties | 186 64 |
| Repairs of roadway and track | 15,684 10 |
| Repairs of locomotives | 20,229 93 |
| Fuel for locomotives | 29,623 28 |
| Water supply | 1,350 58 |
| Oil and waste | 1,566 16 |
| Locomotive service | 24,368 02 |
| Hire of locomotives | 408 78 |
| Repairs of freight cars | 13,796 21 |
| Freight train service | 41,866 63 |
| Freight train supplies | 508 47 |
| Hire of freight cars (debit balance) | 635 56 |
| Telegraph expenses (maintenance and operating) | 7,753 47 |
| Damage and loss of freight and baggage | 121 17 |
| Personal injury | 1,536 00 |
| Agents and station service | 8,767 22 |
| Station supplies | 732 83 |
| Total operating expenses | \$196,032 19 |
| Taxes | 19,974 65 |
| Total operating expenses and taxes | \$216,006 84 |

Average operating expenses (less taxes) per mile, \$9.199.

Proportion of operating expenses (less taxes) to earnings, 85 per cent

EXPENSES IN ADDITION TO OPERATING EXPENSES AND TAXES.

| Paid for— | Whole line. |
|---------------------------------|-------------|
| Addition equipment | \$19,526 00 |
| Total additional expenses | \$19,526 00 |

GENERAL EXHIBIT.

NET INCOME, DIVIDENDS, BALANCES.

| | |
|--|--------------|
| Total income | \$230,898 62 |
| Operating expenses, less taxes | 196,032 19 |
| Excess of income over operating expenses | \$34,866 43 |
| Less taxes | 19,974 65 |
| Excess of income over operating expenses and taxes | \$14,891 78 |
| Rentals | 100,005 00 |
| Deficit | \$85,113 22 |
| Balance for the year—deficit | \$85,113 22 |
| Balance (loss) last year | 243,656 18 |
| Balance (loss) | \$328,769 40 |
| Balance (loss) carried forward to next year | \$328,769 40 |

CHARGES AND CREDITS TO PROPERTY DURING THE YEAR.

| DR. | | CR. | |
|--|-------------|--|--------|
| Construction and equipment— Equipment | \$19,526 00 | Property sold or reduced in value— Property sold | \$4 73 |
| Total charges | \$19,526 00 | | |
| Total credits | 4 73 | | |
| Net additions | \$19,521 27 | Total credits | \$4 73 |

GENERAL BALANCE SHEET.

| Assets. | | Liabilities. | |
|-------------------------------------|--------------|-----------------------------|--------------|
| Construction account | \$61,617 74 | Capital stock | \$200,000 00 |
| Equipment account | 29,020 50 | Unfunded debt as follows: | |
| Other investments, as follows: | | Vouchers and accounts | 393,161 82 |
| C. & W. I. R. R. bonds | 74,000 00 | | |
| Cash with trustees | 8,114 70 | | |
| Cash items, as follows: | | | |
| Cash with treasurer | 25,114 05 | | |
| Due from agents and companies | 66,525 43 | | |
| Cash assets, as follows: | | | |
| Debit balance | 328,769 40 | | |
| Total assets | \$593,161 82 | Total liabilities | \$593,161 82 |

ADDITIONAL INFORMATION.

This Company has one machine shop in Illinois, located at Auburn, amount invested estimated at \$40,000; men employed average about 40; kinds of work done, repairs of engines and cars.

STATEMENT OF ACCIDENTS.

INJURED DURING THE YEAR.

| No. | Name of person. | Occupation. | Cause of accident. | Date of accident. | Character of injury. | Whole line. | |
|-----------|-----------------|-----------------|--|-------------------|---------------------------|-------------|----|
| | | | | | | Injured. | |
| 1 | G. H. Prouty | Brakeman | Uncoupling cars | July 4, 1885 | Toes crushed | | |
| 2 | J. Lech | Conductor | Coupling cars | October 12 | Hand cut | | |
| 3 | Wm. Lee | Brakeman | | November 30 | Finger crushed | | 9 |
| 4 | Thos. Shaw | | Fell while throwing switch | December 11 | Cut on head | | 1 |
| 5 | J. E. Seaville | Boy | Struck by coal while coupling | December 12 | Finger crushed | | |
| 6 | Freder. Benger | Brakeman | Climbing on cars | Jan. 13, 1886 | Leg crushed | | |
| 7 | W. E. Perry | | Fell from top of cars while setting brakes | February 17 | Slight internal injury | | |
| 8 | M. J. Callahan | | Crushed by lumber while coupling | March 27 | Shoulder crushed | | |
| 9 | Antonia Sommers | Laborer | Draw-bar fell on leg | May 21 | Ankle bruised | | |
| 10 | F. Fenton | Section foreman | Run over by hand-car | May 31 | Head cut and body bruised | | |
| Total | | | | | | | 10 |
| Employees | | | | | | | 9 |
| Others | | | | | | | 1 |

CAIRO, VINCENNES AND CHICAGO LINE (CAIRO DIVISION OF W., ST. L. & P. RY) RAILWAY.

ORGANIZATION AND CONSTRUCTION.

The Danville and Southwestern, St. Francisville and Lawrenceville, and the Cairo and Vincennes Railroads were consolidated with the Wabash, St. Louis and Pacific Railway October 1, 1881, and the property thereafter known as the Cairo Division of the Wabash, St. Louis and Pacific Railway.

The property was covered by a divisional first mortgage made by the Wabash, St. Louis and Pacific Railway Company, and surrendered to the trustees in this mortgage on April 27, 1885, who were appointed by the United States Circuit Court for the Southern District of Illinois, Receivers, and have since operated the road.

OFFICERS.

| | |
|---|------------------|
| Receivers, Anthony J. Thomas and Charles E. Tracy | New York, N. Y. |
| Treasurer, R. I. Farrington | Cairo, Ill. |
| Auditor, R. Oliver | Cairo, Ill. |
| General Manager, S. P. Wheeler | Cairo, Ill. |
| Superintendent, J. M. Gill | Mt. Carmel, Ill. |
| Chief Engineer, Chas. Thrupp | Mt. Carmel, Ill. |
| General Freight Agent, J. J. Fletcher | Mt. Carmel, Ill. |
| General Passenger Agent | Mt. Carmel, Ill. |
| General Ticket Agent | Mt. Carmel, Ill. |
| Purchasing Agent, E. F. Wells | Mt. Carmel, Ill. |
| Superintendent of Telegraph, J. M. Shearer | Mt. Carmel, Ill. |
| General Baggage Agent, J. J. Fletcher | Cairo, Ill. |
| Master Mechanic, T. W. Stapf | Mt. Carmel, Ill. |
| General Road Master, P. Ward | Mt. Carmel, Ill. |

Road operated by Receivers.

LENGTH OF TRACK.

| Main Line. | Whole line, Miles. | Main line and branch's Miles. | In Illinois, Miles. | Main line and branch's in Ill. |
|--|--------------------------|--|---------------------------|---|
| From Cairo to Tilton | 258.2 | 258.2 | 258.2 | 258.2 |
| Branch. | | | | |
| From St. Francisville to Vincennes | 7.9 | 7.9 | 1.1 | 1.1 |
| Main line and branch | 266.1 | | 259.3 | |
| Sidings on main line | 23.1 | 23.1 | 23.1 | 23.1 |
| Aggregate length of all tracks | | 289.2 | | 282.4 |

Proportion of road in Illinois, 97.4 per cent.

RAILS AND TIES.

| | |
|-----------------------------------|--------------|
| Iron— | |
| On road | 65.9 miles. |
| Average weight per yard | 56 pounds. |
| Steel— | |
| On road | 223.3 miles. |
| Average weight per yard | 60 pounds. |
| Re-laid during the year | 1.163 miles. |
| Ties— | |
| Average number per mile | 2,800 |
| Number laid during the year | 74,000 |

BRIDGES.

| | |
|---|----------------------|
| Number of wooden in Illinois, 4 | length, 417 feet. |
| Number of piling in Illinois, 285 | length, 28,530 feet. |
| Number of combination in Illinois, 9½ | length, 1,212 feet. |
| Total | 30,219 feet. |

FENCING.

| | |
|----------------------|-----------------------|
| Post and fence | 41 miles in Illinois. |
| Wire | 10 miles in Illinois. |
| Total | 51 miles in Illinois. |

STATIONS.

| | |
|------------------------------|----|
| Number in Illinois | 63 |
| Number out of Illinois | 1 |
| Total on whole line | 64 |

EQUIPMENT.

| Description. | Whole line. | Total. |
|--|-------------|--------|
| Locomotives— | | |
| Passenger | 8 | |
| Freight | 17 | 25 |
| Passenger equipment— | | |
| Coaches | 13 | |
| Baggage cars | 2 | |
| Mail cars | 1 | 19 |
| Freight equipment— | | |
| Box cars | 611 | |
| Stock cars | 163 | |
| Caboose | 13 | |
| Flat and coal cars | 261 | |
| Other cars | 94 | |
| Total number cars of all classes | | 1,155 |
| | | 1,174 |

Platform and coupler used: Miller.

Brake used: Westinghouse Air Automatic.

AVERAGE LIFE OF LOCOMOTIVES, CARS, RAILS, TIES, BRIDGES, ETC.

| Equipment and Superstructure. | | Average life, in years. |
|-------------------------------|--|-------------------------|
| Locomotives— | | |
| Passenger..... | | 15 |
| Freight..... | | 17 |
| Cars— | | |
| Passenger..... | | 8 |
| Baggage..... | | 8 |
| Box..... | | 10 |
| Stock..... | | 9 |
| Coal..... | | 11 |
| Flat..... | | 10 |
| Rails— | | |
| Iron..... | | 7 |
| Steel..... | | 15 |
| Joint fastenings..... | | 10 |
| Frogs..... | | 8 |
| Ties— | | |
| Oak..... | | 7 |
| Pine..... | | 5 |
| Hemlock..... | | 6 |
| Cedar..... | | 7 |
| Bridges— | | |
| Wooden..... | | 10 |
| Trestles..... | | 12 |
| Piling..... | | 11 |
| Telegraph poles— | | |
| Cedar..... | | 10 |
| Other..... | | 7 |
| Fence posts..... | | 10 |

EMPLOYEES.

NUEBER, CHARACTER OF SERVICE, AND ANNUAL SALARIES OF EMPLOYEES.

| Average No. employed. | Officers and Employees. | Average yearly salary. | Aggregate yearly salary. |
|-----------------------|--|------------------------|--------------------------|
| 6 | General officers..... | \$2,400 00 | \$14,400 00 |
| 2 | Assistant superintendents..... | 1,500 00 | 3,000 00 |
| 1 | Division superintendent..... | 1,800 00 | 1,800 00 |
| 1 | Civil engineer..... | 1,500 00 | 1,500 00 |
| 1 | Master mechanic..... | 1,800 00 | 1,800 00 |
| 1 | Road master..... | 1,500 00 | 1,500 00 |
| 23 | Clerks..... | 780 00 | 17,940 00 |
| 25 | Machinists..... | 540 00 | 13,500 00 |
| 6 | Passenger conductors..... | 1,080 00 | 6,480 00 |
| 12 | Freight conductors..... | 940 00 | 11,280 00 |
| 12 | Passenger engineers..... | 1,140 00 | 13,680 00 |
| 16 | Freight engineers..... | 1,080 00 | 17,280 00 |
| 30 | Firemen..... | 540 00 | 16,200 00 |
| 7 | Wipers..... | 300 00 | 2,100 00 |
| 9 | Baggage men..... | 620 00 | 5,580 00 |
| 36 | Brakemen..... | 600 00 | 21,600 00 |
| 9 | Station agents not telegraph operators..... | 940 00 | 8,460 00 |
| 41 | Station agents also telegraph operators..... | 382 00 | 15,928 00 |
| 10 | Telegraph operators not station agents..... | 550 00 | 5,500 00 |
| 51 | Carpenters..... | 672 00 | 34,272 00 |
| 40 | Section foremen..... | 540 00 | 21,600 00 |
| 240 | Sectionmen..... | 340 00 | 81,600 00 |
| 11 | Laborers..... | 376 00 | 4,136 00 |
| 2 | Flagmen..... | 240 00 | 480 00 |
| 18 | Switchmen and watchmen..... | 658 00 | 11,844 00 |
| 15 | Bridge tenders and pumpers..... | 394 00 | 5,910 00 |
| 53 | Other employes..... | 520 00 | 27,560 00 |
| 681 | Total..... | | \$354,510 00 |

TRAFFIC.

PASSENGERS AND FREIGHT CARRIED.

| | Whole line. |
|---|-------------|
| Through passengers..... | 23,561 |
| Local passengers..... | 231,605 |
| Total passengers carried..... | 255,166 |
| Number of passengers carried one mile..... | 4,415,402 |
| Average number cars in passenger train..... | 3 |
| Average number of miles traveled by each passenger..... | 17.3 |
| Average receipts per passenger per mile..... | .026 |
| Average cost per passenger per mile..... | .024 |
| Through freight, in tons..... | 125,038 |
| Local freight, in tons..... | 155,632 |
| Total tons freight carried..... | 280,670 |
| Average tons of freight carried one mile..... | 39,824,491 |
| Average number of cars in freight train..... | 30 |
| Average number tons of freight per train..... | 120 |
| Average number tons of freight per car..... | 4 |
| Average receipt per ton freight per mile..... | .009 |

FREIGHT CLASSIFIED.

| | Whole line. Tons. |
|--|----------------------|
| Corn..... | 22,193 |
| Wheat..... | 10,641 |
| Oats..... | 2,932 |
| Flour..... | 8,696 |
| Salt..... | 7,300 |
| Agricultural implements..... | 1,966 |
| Lumber..... | 100,686 |
| Horses and mules..... | 459 |
| Cattle..... | 3,806 |
| Hogs and sheep..... | 7,071 |
| Iron, lead, and other mineral products..... | 17,462 |
| Stone, brick, sand, lime, clay, cement and stucco..... | 10,974 |
| Coal..... | 15,985 |
| Merchandise..... | 13,250 |
| Other articles—miscellaneous..... | 32,150 |
| Oil..... | 3,936 |
| Hay..... | 3,054 |
| Cotton..... | 18,109 |
| Total tons..... | 280,670 |

MILEAGE.

TRAIN MILEAGE.

| Trains. | Whole line. | In Illinois. |
|--------------------------|-------------|--------------|
| Passenger..... | 197,354 | 192,362 |
| Freight..... | 343,633 | 337,793 |
| Excursion..... | 650 | ..... |
| Construction..... | 10,573 | 900 |
| Switching..... | 1,533 | 929 |
| Other..... | 73,000 | 54,750 |
| Total train mileage..... | 626,763 | 586,734 |

CAR MILEAGE.

| Cars. | Whole line. | In Illinois. |
|--------------------------------|-------------|--------------|
| Passenger, mail, baggage..... | 591,012 | 579,036 |
| Freight..... | 5,997,841 | 5,944,873 |
| Total train mileage..... | 626,793 | 586,734 |
| Empty freight car mileage..... | 2,013,708 | 2,000,000 |

PASSENGER MILEAGE AND FREIGHT TONNAGE.

| Passenger mileage. | Whole line. | Freight tonnage. | Whole line. |
|------------------------------|-------------|----------------------------|-------------|
| Through..... | 23,561 | Through..... | 125,038 |
| Local..... | 231,605 | Local..... | 155,632 |
| Total passenger mileage..... | 255,166 | Total freight tonnage..... | 280,670 |

INCOME.

MONTHLY TRANSPORTATION EARNINGS—WHOLE LINE.

| Months. | From pas- senger department. | From freight department. | Total. |
|--------------------|------------------------------------|--------------------------------|--------------|
| 1885, July..... | \$12,525 07 | \$25,598 58 | \$38,123 65 |
| “ August..... | 12,883 53 | 29,141 67 | 42,025 20 |
| “ September..... | 13,433 24 | 39,531 37 | 43,964 61 |
| “ October..... | 12,615 87 | 32,711 33 | 45,327 20 |
| “ November..... | 11,866 84 | 34,131 54 | 45,998 38 |
| “ December..... | 13,250 09 | 35,463 62 | 48,713 71 |
| 1886, January..... | 10,922 03 | 24,553 90 | 35,475 93 |
| “ February..... | 11,594 40 | 27,965 14 | 39,559 54 |
| “ March..... | 14,392 15 | 34,059 65 | 48,451 80 |
| “ April..... | 13,539 27 | 33,173 86 | 46,713 13 |
| “ May..... | 14,348 60 | 41,181 24 | 55,529 84 |
| “ June..... | 13,700 53 | 41,188 37 | 54,888 90 |
| Total..... | \$155,071 62 | \$389,700 27 | \$544,771 89 |

IN ILLINOIS.

Mileage in Indiana being so small, no division in accounts is made.

TOTAL INCOME FROM ALL SOURCES.

| Sources. | Whole line. |
|--|--------------|
| From passenger and freight department..... | \$544,771 89 |
| Total income from all sources..... | \$544,771 89 |

DEDUCTIONS MADE FROM TRANSPORTATION EARNINGS.

| Average Earnings. | Whole line. |
|---|------------------|
| Average passenger department earnings per mile..... | \$582 98 |
| Average passenger department earnings per train mile..... | 78 5 |
| Average freight department earnings per mile..... | 1,465 04 |
| Average freight department earnings per train mile..... | 1 13.3 |
| Average gross transportation earnings per mile..... | 2,048 02 |
| Average gross transportation earnings per train mile..... | 1 00.7 |
| Average net transportation earnings per mile..... | 289 30 |
| Average net transportation earnings per train mile..... | 14.2 |
| The ratio of passenger to freight earnings was..... | As 100 is to 251 |

OPERATING EXPENSES AND TAXES.

| Items of Operating Expenses. | Whole line. |
|---|--------------|
| Salaries general officers and clerks..... | \$31,106 23 |
| Law expenses..... | 117 94 |
| Insurance..... | 4,745 53 |
| Stationery and printing..... | 6,483 99 |
| Outside agencies and advertising..... | 5,669 91 |
| Contingencies..... | 776 55 |
| Repairs or renewals—bridges (including culverts and cattle-guards)..... | 7,665 77 |
| Repairs or renewals—buildings..... | 165 90 |
| Repairs or renewals—fences, road-crossings or signs..... | 713 67 |
| Renewals of rails..... | 322 93 |
| Renewals of ties..... | 2,825 49 |
| Repairs of roadway and track..... | 73,221 85 |
| Repairs of locomotives..... | 19,821 95 |
| Fuel for locomotives..... | 30,987 95 |
| Water supply..... | 7,515 78 |
| Oil and waste..... | 3,271 36 |
| Locomotive service..... | 47,601 91 |
| Repairs of passenger cars..... | 3,536 21 |
| Passenger train service..... | 11,441 32 |
| Passenger train supplies..... | 375 61 |
| Mileage of passenger cars (debit balance)..... | 53 00 |
| Repairs of freight cars..... | 15,637 67 |
| Freight train service..... | 43,261 32 |
| Freight train supplies..... | 1,453 07 |
| Mileage of freight cars (debit balance)..... | 15,167 77 |
| Telegraph expenses (maintenance and operating)..... | 5,521 42 |
| Damage and loss of freight and baggage..... | 881 72 |
| Damage to property and cattle..... | 6,408 57 |
| Personal injury..... | 264 76 |
| Agents and station service..... | 18,962 79 |
| Terminal charges, etc..... | 25,517 18 |
| Total operating expenses..... | \$411,140 12 |
| Taxes..... | 37,864 39 |
| Total operating expenses and taxes..... | \$449,004 51 |

Average operating expenses (less taxes) per mile, \$1,546.76.

Average operating expenses (less taxes) per train mile, 76c.

Proportion of operating expenses (less taxes) to earnings, 75.5 per cent.

EXPENSES IN ADDITION TO OPERATING EXPENSES AND TAXES.

| Paid for | Whole line. |
|--|--------------|
| Construction..... | |
| Reconstruction..... | \$391,694 05 |
| Interest on Receiver's certificates..... | 18,543 23 |
| Total additional expenses..... | \$410,237 28 |

GENERAL EXHIBIT.

NET INCOME, DIVIDENDS, BALANCES.

| | |
|--|--------------|
| Total income..... | \$544,771 89 |
| Operating expenses, less taxes..... | 411,440 12 |
| Excess of income over operating expenses..... | \$133,331 77 |
| Less taxes..... | 37,864 39 |
| Excess of income over operating expenses and taxes | \$95,467 38 |
| Interest on Receiver's certificates..... | 18,513 23 |
| Net income..... | \$76,954 15 |
| Balance for the year..... | \$76,954 15 |
| Balance (profit) two months ending June 30, 1885..... | 5,335 47 |
| Balance (profit)..... | \$82,289 62 |
| Balance (profit) carried forward to next year..... | 82,289 62 |

GENERAL BALANCE SHEET.

| Assets. | | Liabilities. | |
|---|--------------|-----------------------------------|--------------|
| Construction account..... | \$694,694 05 | <i>Unfunded debt, as follows:</i> | |
| <i>Other investments, as follows:</i> | | Interest unpaid..... | \$5,833 20 |
| Due from Wabash, St. Louis & Pacific R. R. for 1884 taxes paid..... | 49,196 76 | Vouchers and accounts..... | 77,833 77 |
| <i>Cash items, as follows:</i> | | Receiver's certificates..... | 666,167 67 |
| Cash..... | 32,141 48 | Unpaid taxes..... | 6,000 00 |
| Bills receivable..... | 6,150 87 | Net income..... | 82,289 62 |
| Due from agents and companies..... | 42,413 11 | | |
| <i>Cash Assets, as follows:</i> | | | |
| Materials and supplies..... | 13,527 99 | | |
| Total assets..... | \$838,124 26 | Total liabilities..... | \$838,124 26 |

LOCAL EXHIBIT OF ILLINOIS BUSINESS.

INCOME, EXPENSES, BALANCES, ETC.

| | |
|--|--------------|
| Total income..... | \$544,771 89 |
| Number of tons of local freight carried..... | 155,632 |
| Number of local passengers carried..... | 231,605 |
| Receipts per ton per mile on local freight carried..... | .0161 |
| Receipts per passenger per mile on local passengers carried..... | .026 |
| Cost per passenger per mile..... | .024 |
| Total income..... | \$544,771 89 |
| Operating expenses (less taxes)..... | 411,440 12 |
| Taxes..... | 37,864 39 |
| Excess of income over operating expenses and taxes | 95,467 38 |
| Interest on Receiver's certificates..... | 18,513 23 |
| Net income on Illinois business..... | 76,954 15 |

UNFUNDED DEBT IN DETAIL.

ON PROPERTY WITHIN THE STATE.

| On what account. | Amount. |
|---|--------------|
| Interest unpaid | \$5,833 29 |
| Taxes unpaid | 6,000 00 |
| Vouchers and accounts | 77,833 77 |
| Receiver's certificates: (Interest paid on same during year, \$18,513.23) | 666,167 67 |
| Total liabilities..... | \$755,834 64 |

ADDITIONAL INFORMATION.

Contract with the United States Government for the transportation of mails, as follows:

1. We receive yearly \$16,698.12 for carrying U. S. mails over our road.

2. The express companies doing business on this road, and the terms of the contract existing between such companies and the railroad companies, as follows:

From Adams Express Company we receive 40 per cent. of their gross earnings on our road, or a guaranteed monthly payment of \$735.66.

From Pacific Express Company we receive the same percentage and a guaranteed monthly payment of \$685.

3. Transportation companies or "lines" doing business on this road, and the terms of the contract existing between such companies or "lines" and the railroad company, as follows:

We have cars on the Erie Despatch and Nickel Plate Lines and receive 10 per cent. of their mileage earnings.

White Line. We pay our proportion of expenses based on earnings.

Sleeping cars or chair cars run on this road as follows: Woodruff Sleeping and Parlor cars. Berths between Cairo and Chicago are charged \$2.50, and reclining chairs \$1.25 in addition to regular fare.

6. Our running arrangements with other railroad companies, and the contracts for the same, as follows:

We run into Vincennes over the Pennsylvania Company road, and pay one-half of terminal expense and interest on value of property.

We run from Westville to Danyville over the Chicago and Eastern Illinois Railroad, and pay \$2.30 per month for use of tracks, and \$1 each for switching cars to and from other roads, and 75 cents for switching local cars, also one-half of station expenses.

Our pooling arrangements respecting freights are with the Indianapolis, Decatur and Springfield Railroad at Chrisman, Ill.

9. Our pooling contracts and the policy which dictates or renders necessary such arrangement, as follows:

An equal division of earnings on all car load freight to and from Chrisman is made between us and the Indianapolis, Decatur and Springfield Railroad. Contract made in order to maintain rates.

Freight between terminal points originating beyond or destined to points off our road is considered "through freight." All other we class as "local."

We have one machine shop located at Mt. Carmel. Amount of investment, seven thousand dollars (\$7,000). Men employed at this shop, seventy. Kinds of work done, engine, freight, passenger and baggage cars are rebuilt and repaired, and general repairs for the road.

The work done at our shop in Illinois is for the whole road.

Our average receipt per ton per mile, for the transportation of Illinois coal, for the year ending June 30, 1886, .01 25 cents per ton per mile.

The gross number of tons of Illinois coal carried for the year ending June 30, 1886, 15,985 tons.

STATEMENT OF ACCIDENTS.

KILLED AND INJURED DURING THE YEAR.

| Description. | | | Whole line. | | In Illinois. | |
|-----------------|--|--|-------------|----------|--------------|----------|
| | | | Killed. | Injured. | Killed. | Injured. |
| Passengers..... | | | 1 | | 1 | 21 |
| Employees..... | | | 4 | | 4 | 21 |
| Others..... | | | 1 | | 1 | 21 |
| Total..... | | | 6 | 6 | 6 | 6 |

| No. | Name of person. | Occupation. | Cause of accident. | Date of accident. | Character of injury. |
|-----|-----------------|-------------|--------------------|-------------------|----------------------|
| 1 | T. McAdams | Brakeman | Broken platform | Aug. 11, 1885 | Killed |
| 2 | C. Brivogge | Farmer | Asleep on track | " " | Cut |
| 3 | R. Tugaw | Tramp | Walking on track | Sept. 25 | Killed |
| 4 | W. Holywood | Tramp | Walking on track | Oct. 21 | Hand crushed |
| 5 | R. O. Almy | Brakeman | Coupling | Nov. 28 | Foot crushed |
| 6 | C. Jenkins | Brakeman | Draw bar | Dec. 1 | Killed |
| 7 | P. Barquet | Laborer | Fell from car | " 6 | Killed |
| 8 | Thos. Young | Tramp | Asleep on track | " 26 | Internal injuries |
| 9 | Mr. Parsons | Passenger | Wreck | Feb. 24, 1886 | Internal injuries |
| 10 | James Sumner | Tramp | Wreck | Feb. 24 | Killed |
| 11 | F. E. Tugaw | Brakeman | " | " 24 | Killed |
| 12 | Mr. Webster | Minister | " | " 28 | Crushed |

CENTRAL IOWA RAILWAY.

ORGANIZATION AND CONSTRUCTION.

There has been no change since last report in the organization and construction of the road.

Lease for ninety-nine years has been taken of twenty and two-tenths miles of road from Manly Junction, Iowa, to Lyle, Minnesota, owned by the Minnesota and North Western R. R. Co., A. B. Stickney, President, St. Paul, Minnesota. The rental to be a fixed percentage upon the cost of construction of the leased road, to be determined after its completion.

OFFICERS.

| | |
|---|-------------------|
| President, Elijah Smith | New York City |
| Vice-President, Russell Sage | New York City |
| Attorneys, Blair & Daily | Marshalltown, Ia. |
| Secretary, C. H. Ackert | Marshalltown, Ia. |
| Treasurer, Seth Zug | Marshalltown, Ia. |
| Auditor, M. C. Healion | Marshalltown, Ia. |
| General Manager, E. L. Dudley | Marshalltown, Ia. |
| Assistant Superintendents—J. G. Johnston, | Marshalltown, Ia. |
| D. P. Phelps | Monmouth, Ill. |
| Chief Engineer, G. A. Pruden | Marshalltown, Ia. |
| General Freight Agent, H. L. Shute | Marshalltown, Ia. |
| General Passenger Agent, J. P. Nourse | Marshalltown, Ia. |
| Purchasing Agent, E. L. Dudley | Marshalltown, Ia. |
| Superintendent of Telegraph, P. E. Eldredge | Marshalltown, Ia. |
| General Baggage Agent, J. P. Nourse | Marshalltown, Ia. |
| Master Mechanic, John Player | Marshalltown, Ia. |

General office at Marshalltown, Iowa.

DIRECTORS.

| | |
|---------------------------|----------------|
| Russell Sage | New York City |
| Elijah Smith | New York City |
| Geo. T. M. Davis | New York City |
| E. H. Perkins | New York City |
| Alfred Sully | New York City |
| Edw. E. Chase | New York City |
| F. W. Hindenkoper | New York City |
| Harvey Kennedy | New York City |
| H. J. Boardman | Boston, Mass. |
| Francis Peabody, Jr. | Boston, Mass. |
| William Hanna | Monmouth, Ill. |

Date of annual election, first Wednesday in June.

CAPITAL STOCK.

| | |
|--|-------------|
| Amount of common stock | \$8,080,800 |
| Amount of preferred stock | 1,962,600 |
| Number of stockholders in Illinois | 28 |
| Number of elsewhere | 990 |
| Amount of stock held in Illinois | \$230,800 |
| Number of shares held in Illinois | 2,908 |

FUNDED DEBT.

| Name of bond. | When issued. | When due. | Interest. | | | Amount of bonds. |
|--------------------------------------|----------------------------------|---------------|----------------|------------------|--------------------------|------------------|
| | | | Rate per cent. | When payable. | Amount paid during year. | |
| Main line | July 15, 1879 | July 15, 1899 | 7 | Jan. & July 15 | \$198,625 00 | \$3,700,000 00 |
| Divisional | Mar. 1, 1882 | Apr. 1, 1912 | 6 | Apr. & Oct. 1 | 24,510 00 | 1,200,000 00 |
| Eastern Division | Apr. 1, 1882 | " | 6 | " | 300 00 | 1,531,000 00 |
| Illinois Division | June 1, 1882 | " | 6 | " | | 1,517,000 00 |
| Coupon debt certifi's, Feb. 11, 1880 | Authorized at comp'ny's pleasure | | | 7 Apr. & Oct. 15 | | 629,000 00 |
| Consolidated | June 1, 1884 | June 1, 1924 | 6 | June & Dec. 1 | 30,948 00 | 110,142 65 |
| Car trust certificates | | | | | | 598,000 00 |
| Total | | | | | \$254,383 00 | \$9,195,142 65 |

Average bonded debt per mile for 498.023 miles, \$18,463 29.

UNFUNDED DEBT.

| | |
|-----------------------|--------------|
| Interest unpaid | \$577,293 05 |
| Total | \$577,293 05 |

TOTAL LIABILITIES.

COMMON AND PREFERRED STOCK AND FUNDED AND UNFUNDED DEBT.

| Stocks and bonds. | Amount. |
|--|-----------------|
| Common stock | \$8,080,800 00 |
| Preferred stock | 1,962,600 00 |
| Bonded debt | 9,195,142 65 |
| Floating debt | 577,293 05 |
| Aggregate | \$19,815,835 70 |
| Average per mile for 498.023 miles | 38,629 83 |

LENGTH OF TRACK.

| Main Line. | Whole Road. | | Illinois. | |
|--|-------------|---------|-----------|---------------------|
| | Total. | Owned | Leased | Total. Owned Leased |
| Albia, Iowa, to Northwood, Iowa | 189.481 | 189.481 | | |
| Manley Junction, Iowa, to Lyle, Minn. | 20.200 | | 20.200 | |
| Oskaloosa, Iowa, to Iowa Junction, Ill. | 186.400 | 183.829 | 2.571 | 89.758 88.659 1.099 |
| Total Main Line | 396.081 | 373.310 | 22.771 | 89.758 88.659 1.099 |
| BRANCHES. | | | | |
| Hampton, Iowa, to Belmond, Iowa | 22.203 | 22.203 | | |
| Minerva Junction, Iowa, to Story City, Iowa. . | 31.510 | 31.510 | | |
| Newberg, Iowa, to State Centre, Iowa | 26.640 | 26.640 | | |
| G. and M. Junction to Montezuma, Iowa | 13.612 | 13.612 | | |
| New Sharon, Iowa, to Newton, Iowa | 27.748 | 27.748 | | |
| Total Branches | 124.713 | 124.713 | | |
| Total Main Line and Branches | 520.794 | 498.023 | 22.771 | 89.758 88.659 1.099 |
| Peoria and Pekin Union Co.'s track run over under contract, Iowa Junction, Ill. to Peoria, Ill. | 3.500 | | 3.500 | 3.500 3.500 |
| Less leased to B. C. R. & N. Ry Co., Manley Junction, Iowa, to Northwood, Ia. | 524.294 | 498.023 | 26.271 | 93.258 88.659 4.599 |
| | 11.640 | 11.640 | | |
| Total miles operated | 512.654 | 486.383 | 26.271 | 93.258 88.659 4.599 |

| Main line. | Whole line miles. | Main line and branches, miles. | In Illinois, miles. | Main line and branches, in Illinois. |
|-------------------------------------|----------------------|---|------------------------|---|
| Sidings on main line..... | 53.675 | | 9.732 | 9.732 |
| Sidings on branches..... | 9.559 | 63.234 | | |
| Aggregate length of all tracks..... | | 575.888 | | 102.990 |

New road built during the year, 20 2-10 miles. Manly Junction, Iowa, to Lyle, Minn. Operated from December 6, 1885.

Proportion of road in Illinois, 17 23-100%.

RAILS AND TIES.

| | |
|----------------------------------|----------------|
| Iron— | |
| On road owned..... | 264,938 miles. |
| Average weight per yard..... | 52 to 56 lbs. |
| Steel— | |
| On road owned..... | 233,085 miles. |
| Average weight per yard..... | 52 to 60 lbs. |
| Re-laid during the year..... | 11 miles. |
| Ties— | |
| Average number per mile..... | 2,800 |
| Number laid during the year..... | 87,707 |

BRIDGES.

| | |
|--|----------------------|
| Number of wooden in Illinois, 1..... | length, 155 feet. |
| Number of piling in Illinois, 149..... | length, 15,768 feet. |

BUILT DURING THE YEAR IN ILLINOIS.

| | |
|--------------------------|-------------------|
| Number of piling, 1..... | length, 900 feet. |
|--------------------------|-------------------|

FENCING.

| In Illinois. | Length in miles. | Cost per rod. |
|---------------------|------------------|---------------|
| Post and fence..... | 10,934 | 60 cents. |
| Wire..... | 142,240 | |
| Hedge..... | 16,405 | |
| Total..... | 169,579 | |

STATIONS.

| | |
|-----------------------------|----|
| Number in Illinois..... | 20 |
| Number out of Illinois..... | 77 |
| Total on whole line..... | 97 |

EQUIPMENT.

| Description. | Whole line. | Total. |
|---|-------------|--------|
| Locomotives..... | | |
| Passenger..... | 11 | |
| Freight..... | 16 | 57 |
| Passenger equipment..... | | |
| Coaches..... | 19 | 19 |
| Express cars and baggage cars, combination..... | 12 | 12 |
| Mail cars and express..... | 3 | 3 |
| Freight equipment..... | | |
| Box cars..... | 636 | 636 |
| Stock cars..... | 60 | 60 |
| Caboose..... | 17 | 17 |
| Flat cars and coal cars..... | 887 | 887 |
| Other cars..... | 1 | 1 |
| Total number cars of all classes..... | 1,638 | 1,638 |

AVERAGE LIFE OF LOCOMOTIVES AND BRIDGES.

| Equipment and Superstructure. | Average life in years. |
|--|------------------------|
| Locomotives— | |
| Passenger and freight before rebuilding, about | 6 |
| Bridges— | |
| Wooden..... | 8 to 9 |
| Trestles and piling..... | 10 |

EMPLOYEES.

NUMBER, CHARACTER OF SERVICE, AND ANNUAL SALARIES OF EMPLOYEES.

| Average No. employed. | Officers and Employees. | Average yearly salary. | Aggregate yearly salary. |
|-----------------------|--|------------------------|--------------------------|
| 6 | General officers..... | \$2,623 00 | \$15,735 00 |
| 2 | Assistant superintendents | 2,000 00 | 4,000 00 |
| 8 | Train dispatchers..... | 875 00 | 7,000 00 |
| 1 | Civil engineer..... | 975 00 | 975 00 |
| 1 | Master mechanic | 1,725 00 | 1,725 00 |
| 4 | Road masters..... | 1,050 00 | 4,200 00 |
| 60 | Clerks—general offices and stations..... | 590 00 | 35,400 00 |
| 46 | Machinists..... | | 30,364 10 |
| 7 | Passenger conductors..... | 851 40 | 5,959 81 |
| 33 | Freight conductors | | 25,072 77 |
| 13 | Passenger engineers | | 12,997 99 |
| 42 | Freight and other engineers..... | | 44,719 53 |
| 55 | Firemen | | 33,886 82 |
| 30 | Wipers and dispatchers | | 15,992 56 |
| 6 | Baggagemen | | 3,003 90 |
| 66 | Brakemen | | 33,333 05 |
| 27 | Station agents not telegraph operators..... | 525 00 | 14,175 00 |
| 68 | Station agents also telegraph operators..... | 398 36 | 27,088 67 |
| 27 | Telegraph operators not station agents | 400 00 | 10,800 00 |
| 90 | Bridge carpenters and in shops | 600 00 | 54,000 00 |
| 75 | Section foremen..... | 505 00 | 37,900 00 |
| 266 | Sectionmen | 344 00 | 91,500 00 |
| 50 | Laborers | 400 00 | 20,000 00 |
| 1 | Flagman | 360 00 | 360 00 |
| 25 | Switchmen and yardmen | 635 34 | 15,883 59 |
| 7 | Water stations and pumpers..... | 615 67 | 4,309 68 |
| 59 | Other employees..... | 475 23 | 28,038 76 |
| 1,075 | Total..... | | \$578,421 23 |

Of these employes, 150 are employed in Illinois, and their aggregate annual salary is \$70,000.

TRAFFIC.

PASSENGERS AND FREIGHT CARRIED.

| | Whole line. | In Illinois. |
|---|-------------|--------------|
| Through passengers..... | 28,388 | 3,148 |
| Local passengers..... | 287,780 | 58,954 |
| Total passengers carried..... | 316,168 | 62,102 |
| Number of passengers carried one mile..... | | 1,181,506 |
| Average number cars in passenger train..... | | 2.15 |
| Average number of miles traveled by each passenger..... | | 19.02 |
| Average receipts per passenger per mile..... | | 2.576 cents. |
| Through freight, in tons..... | 138,953 | 42,498 |
| Local freight, in tons..... | 662,200 | 134,476 |
| Total tons freight carried..... | 741,153 | 176,974 |
| Average tons of freight carried one mile..... | | 9,078,011 |
| Average number of cars in freight train..... | | 11.75 |
| Average number tons of freight per train..... | | 83.80 |
| Average number tons of freight per car..... | | 7.13 |
| Average receipt per ton freight per mile..... | | 1.71 |
| Proportion freight carried in Illinois..... | | 23.87% |

FREIGHT CLASSIFIED.

| | Whole line. Tons. | In Illinois. Tons. |
|--|----------------------|-----------------------|
| Corn..... | 16,964 | 13,879 |
| Wheat..... | 2,918 | 1,492 |
| Oats..... | 58,416 | 59,785 |
| Other grain..... | 5,721 | 2,323 |
| Flour..... | 4,945 | 294 |
| Salt..... | 3,383 | 1,870 |
| Agricultural implements..... | 3,000 | 159 |
| Furniture, household goods..... | 3,520 | 457 |
| Lumber..... | 45,264 | 5,597 |
| Horses and mules..... | 1,219 | 210 |
| Cattle..... | 13,160 | 5,335 |
| Hogs and sheep..... | 24,922 | 14,357 |
| Iron, lead, and other mineral products..... | 2,093 | 1,901 |
| Stone, brick, sand, lime, clay, cement and stucco..... | 16,978 | 2,156 |
| Coal..... | 472,519 | 55,167 |
| Merchandise..... | 29,176 | 8,200 |
| Other articles..... | 36,925 | 12,588 |
| Total tons..... | 741,153 | 176,974 |

MILEAGE.

TRAIN MILEAGE.

| Trains. | Whole line. | In Illinois. |
|--|-------------|--------------|
| Passenger..... | 355,672 | 70,028 |
| Freight..... | 928,756 | 108,364 |
| Construction..... | 29,184 | 1,300 |
| Switching: Freight trains 288,880 miles..... | 288,880 | 80,870 |
| Other—special pay, etc..... | 12,494 | 2,500 |
| Total train mileage..... | 1,614,986 | 263,062 |

CAR MILEAGE.

| Cars. | Whole line. | In Illinois. |
|--------------------------------|-------------|--------------|
| Passenger, mail, baggage..... | 1,338,920 | 150,892 |
| Freight loaded and empty..... | 12,434,348 | 1,272,879 |
| Total car mileage..... | 13,773,268 | 1,423,771 |
| Empty freight car mileage..... | 5,008,669 | 369,506 |

PASSENGER MILEAGE AND FREIGHT TONNAGE.

| Passenger mileage. | Whole line. | In Illinois. | Freight tonnage. | Whole line. | In Illinois. |
|-------------------------|-------------|--------------|-------------------------|-------------|--------------|
| Through..... | 2,896,740 | 253,913 | Through..... | 15,390,315 | 1,179,256 |
| Local..... | 5,467,279 | 927,563 | Local..... | 71,473,238 | 7,898,755 |
| Total pass. mil'ge..... | 8,364,019 | 1,181,506 | Total fr'ht ton'ge..... | 86,863,553 | 9,078,011 |

INCOME.

MONTHLY TRANSPORTATION EARNINGS—WHOLE LINE.

| Months. | From pas- senger department. | From freight department. | Total. |
|--------------------|------------------------------------|--------------------------------|----------------|
| 1885, July..... | \$23,951 20 | \$59,383 35 | \$83,334 55 |
| “ August..... | 26,383 54 | 85,091 76 | 111,475 30 |
| “ September..... | 30,915 24 | 109,786 90 | 140,702 14 |
| “ October..... | 26,395 71 | 120,290 30 | 146,686 01 |
| “ November..... | 20,387 09 | 102,294 05 | 122,681 14 |
| “ December..... | 23,115 46 | 101,482 82 | 124,598 28 |
| 1886, January..... | 16,316 61 | 65,376 57 | 81,693 18 |
| “ February..... | 19,419 98 | 81,074 06 | 100,494 04 |
| “ March..... | 26,232 35 | 84,000 45 | 110,232 80 |
| “ April..... | 22,348 04 | 71,937 65 | 94,285 69 |
| “ May..... | 22,289 86 | 84,917 15 | 107,207 31 |
| “ June..... | 23,806 30 | 72,425 30 | 96,231 60 |
| Total..... | \$281,561 38 | \$1,038,060 66 | \$1,319,622 04 |

IN ILLINOIS.

| Months. | From pas- senger department. | From freight department. | Total. |
|--------------------|------------------------------------|--------------------------------|--------------|
| 1885, July..... | \$2,921 31 | \$8,944 70 | \$11,866 01 |
| " August..... | 3,512 67 | 14,424 99 | 17,937 66 |
| " September..... | 3,695 80 | 19,305 34 | 23,001 14 |
| " October..... | 3,644 90 | 18,946 84 | 22,591 74 |
| " November..... | 3,250 32 | 15,860 71 | 19,111 03 |
| " December..... | 3,261 15 | 14,528 63 | 17,789 78 |
| 1886, January..... | 2,580 83 | 11,139 17 | 13,720 00 |
| " February..... | 2,920 08 | 12,846 17 | 15,766 25 |
| " March..... | 3,666 99 | 10,405 67 | 14,072 66 |
| " April..... | 2,780 41 | 8,367 84 | 11,148 25 |
| " May..... | 2,938 99 | 12,513 08 | 15,452 07 |
| " June..... | 2,781 51 | 8,411 75 | 11,193 26 |
| Total..... | \$37,954 96 | \$155,694 89 | \$193,649 85 |

INCOME FROM OTHER SOURCES.

| Sources. | Whole line. | In Illinois. |
|--|-------------|--------------|
| From rents for use of road..... | \$14,000 00 | ..... |
| From rents for use of stations, etc..... | 2,311 10 | ..... |
| From car mileage (credit balance)..... | 1,369 65 | \$247 90 |
| From other sources..... | 1,211 18 | 148 19 |
| Total..... | \$18,891 93 | \$396 09 |

TOTAL INCOME FROM ALL SOURCES.

| Sources. | Whole line. | In Illinois. |
|------------------------------------|----------------|--------------|
| From passenger department..... | \$281,561 38 | \$37,954 96 |
| From freight department..... | 1,038,060 66 | 155,694 89 |
| From other sources..... | 18,891 93 | 396 09 |
| Total income from all sources..... | \$1,338,513 97 | \$194,045 94 |

DEDUCTIONS MADE FROM TRANSPORTATION EARNINGS.

| Average earnings. | Whole line. | In Illinois. |
|--|--------------------|------------------|
| Average passenger department earnings, per mile..... | \$558 67 | \$407 00 |
| Average passenger department earnings, per train mile..... | 7 9 16 100 | 5 4 20 100 |
| Average freight department earnings, per mile..... | 2,059 73 | 1,669 50 |
| Average freight department earnings, per train mile..... | 11 1 80 100 | 14 3 70 100 |
| Average gross transportation earnings, per mile..... | 2,618 40 | 2,076 50 |
| Average gross transportation earnings, per train mile..... | 10 2 80 100 | 10 8 50 100 |
| Average net transportation earnings, per mile..... | 683 53 | 322 16 |
| Average net transportation earnings, per train mile..... | 2 6 80 100 | 1 7 |
| The ratio of passenger to freight earnings was..... | As 100 is to 368.5 | As 100 is to 110 |

OPERATING EXPENSES AND TAXES.

| Items of Operating Expenses. | Whole line. | In Illinois. |
|---|----------------|--------------|
| Salaries, general officers and clerks..... | \$40,291 48 | \$6,185 75 |
| Law expenses..... | 7,585 76 | 1,075 66 |
| Insurance..... | 4,400 00 | 796 40 |
| Stationery and printing..... | 10,705 40 | 1,549 98 |
| Outside agencies and advertising..... | 13,853 34 | 1,814 43 |
| Contingencies..... | 101,373 62 | 40,325 87 |
| Repairs or renewals—bridges (including culverts and cattle-guards)..... | 28,239 24 | 979 65 |
| Repairs or renewals—buildings..... | 20,544 95 | 2,955 40 |
| Repairs or renewals—fences, road-crossings or signs..... | 5,151 61 | 1,722 96 |
| Renewals of rails..... | 20,155 20 | ..... |
| Renewals of ties..... | 39,547 81 | 3,355 60 |
| Repairs of roadway and track..... | 114,178 55 | 25,387 78 |
| Repairs of locomotives..... | 63,727 25 | 6,416 64 |
| Fuel for locomotives..... | 85,784 46 | 11,850 95 |
| Water supply..... | 4,508 62 | 240 30 |
| Oil and waste..... | 13,069 84 | 1,550 01 |
| Locomotive service..... | 103,155 66 | 16,232 20 |
| Repairs of passenger cars..... | 46,085 04 | 1,683 71 |
| Passenger train service..... | 11,623 88 | 1,891 21 |
| Passenger train supplies..... | 2,339 83 | 486 39 |
| Mileage of passenger and sleeping cars (debit balance)..... | 6,402 18 | 143 35 |
| Repairs of freight cars..... | 50,505 13 | 5,564 68 |
| Freight train service..... | 53,749 05 | 7,036 87 |
| Freight train supplies..... | 2,349 49 | 389 78 |
| Mileage of freight cars (debit balance)..... | 5,687 30 | 1,184 96 |
| Telegraphic expenses (maintenance and operating)..... | 28,199 39 | 4,590 32 |
| Damage and loss of freight and baggage..... | 1,009 67 | 409 40 |
| Damage to property and cattle..... | 12,254 63 | 1,277 18 |
| Personal injury..... | 5,934 57 | 320 80 |
| Agents and station service..... | 66,265 47 | 15,486 19 |
| Station supplies..... | 4,397 69 | 700 96 |
| Total operating expenses..... | \$975,135 81 | \$163,605 41 |
| Taxes..... | 59,718 90 | 14,569 20 |
| Total operating expenses and taxes..... | \$1,034,854 71 | \$178,174 61 |

Average operating expenses (less taxes) per mile, \$1,934.87.

Average operating expenses (less taxes) per train mile, 75.9.

Proportion of operating expenses (less taxes) to earnings, 72.8 per cent.

EXPENSES IN ADDITION TO OPERATING EXPENSES AND TAXES.

| Paid for— | Whole line. |
|---|--------------|
| Leased lines—M. & N. W. R. R. | \$7,185 47 |
| Interest— | |
| On funded debt..... | \$513,940 00 |
| On car trust certificates..... | 30,948 00 |
| Freight transportation certificates liquidated..... | 544,888 00 |
| | 17,312 10 |
| Total additional expenses..... | \$569,385 57 |

GENERAL EXHIBIT.

NET INCOME, DIVIDENDS, BALANCES.

| | |
|---|----------------|
| Total income..... | \$1,338,513 97 |
| Operating expenses, less taxes..... | 975,135 81 |
| Excess of income over operating expenses..... | \$363,378 13 |
| Less taxes..... | 59,718 90 |
| Excess of income over operating expenses and taxes..... | \$303,659 23 |

| | | |
|--|-------------|--------------|
| Interest on funded debt | 5513,940 00 | |
| Interest on car trust certificates | 30,948 00 | |
| Freight transportation certificates liquidated | 17,312 10 | |
| Rentals | 7,918 47 | |
| | | 5609,385 57 |
| Deficit for the year | | \$265,726 34 |
| Balance (profit) last year | | 237,152 83 |
| Balance (deficit) | | 528,573 51 |
| Add: Charges to income account of previous years— | | |
| Repairs Eastern Division, 1884 | \$5,464 63 | |
| Interest on old accounts settled | 19,634 85 | |
| Rental to Mercer County Bridge Co. | 15,047 98 | |
| | | 40,147 46 |
| Deficit carried forward to next year | | \$68,720 67 |

CHARGES TO PROPERTY DURING THE YEAR.

Dr.

| | | |
|---|--|-------------|
| Construction and equipment— | | |
| Bridging and masonry | | \$2,398 12 |
| Superstructure | | 11,635 23 |
| Land, land damages and fences | | 4,741 92 |
| Buildings | | 3,406 56 |
| Tools | | 4,369 52 |
| Engineering | | 123 24 |
| Locomotives, tanks and air brakes | | 2,113 49 |
| Snow plows for engines | | 397 11 |
| Other charges— | | |
| Construction Illinois Division | | 9,850 71 |
| Construction Lyle extension | | 2,102 23 |
| Construction telegraph line on Lyle extension | | 363 59 |
| Total charges | | \$44,501 72 |
| Net additions | | \$44,501 72 |

GENERAL BALANCE SHEET.

| Assets. | | Liabilities. | |
|--------------------------------------|-----------------|------------------------------|-----------------|
| Construction account | \$18,644,302 87 | Capital stock | \$10,043,400 00 |
| Equipment account | 775,062 12 | Funded debt | 8,687,142 63 |
| Other investments, as follows: | | Unfunded debt, as follows: | |
| Discount on consolidated bonds | 23,535 66 | Vouchers and accounts | 1,092,920 44 |
| Leased rolling stock | 628,848 85 | Car trust certificates | 508,000 00 |
| Real estate | 1,638 73 | | |
| Stock in other companies | 32,016 08 | | |
| Cash items, as follows: | | | |
| Cash | 49,147 34 | | |
| Bills receivable | 800 15 | | |
| Due from agents and companies | 47,393 20 | | |
| Cash assets, as follows: | | | |
| Materials and supplies | 59,946 42 | | |
| Debit balance | 68,720 67 | | |
| Total assets | \$20,331,472 09 | Total liabilities | \$20,331,472 09 |

LOCAL EXHIBIT OF ILLINOIS BUSINESS.

INCOME, EXPENSES, BALANCES, ETC.

| | |
|--|--------------|
| Total income | \$194,645 94 |
| Operating expenses (less taxes) | 163,605 41 |
| Taxes | 14,569 20 |
| Excess of income over operating expenses and taxes | 15,871 33 |
| Interest on funded debt | \$91,500 00 |
| Net deficit on Illinois business | 75,628 67 |

FUNDED DEBT IN DETAIL.

ON PROPERTY WITHIN THE STATE.

| Name of bond. | When issued. | When due. | Rate per cent. | Interest. | | Amount of bonds. |
|-------------------------|---------------|----------------|----------------|----------------------|--------------------------|------------------|
| | | | | When payable | Amount paid during year. | |
| Illinois Division | June 1, 1882. | April 1, 1912. | 6 | 1st Apr. & Oct. | | \$1,517,000 00 |

UNFUNDED DEBT IN DETAIL.

ON PROPERTY WITHIN THE STATE.

| On what account. | Amount. |
|-----------------------|-------------|
| Interest unpaid | \$91,500 00 |

TOTAL LIABILITIES.

COMMON STOCK AND FUNDED AND UNFUNDED DEBT ON PROPERTY WITHIN THE STATE.

| Stocks and bonds. | Total. |
|--|----------------|
| Common stock | \$1,870,000 00 |
| Bonded debt | 1,517,000 00 |
| Floating debt | 91,500 00 |
| Aggregate | \$3,479,100 00 |
| Average per mile, for 88,659 miles. | 39,241 36 |

ADDITIONAL INFORMATION.

Contract with the United States Government for the transportation of mails as follows:

Delivery of mails at terminal offices or at intermediate offices within eighty rods of the station house, mail cars furnished with proper conveniences. The compensation allowed by the United States Post Office Department is based upon returns showing amount and character of service for thirty consecutive working days.

The United States Express Company does business on the road—agents and messengers supplied by it. Railway Company furnish cars. Freight taken and delivered at cars.

Sleeping cars run on the road:

Pullman sleeping cars between Lyle, Minn., and Ottawa, Ill., en-route between St. Louis, Mo., and St. Paul, Minn.

Woodruff sleeping and parlor cars from June 16th, 1886, between Lyle, Minn., and Peoria, Ill., en-route between St. Paul, Minn., and Columbus, Ohio. Additional charges to the sleeping car companies.

Running arrangements with other railroad companies:

Use of the Peoria and Pekin Union Railway Company's tracks from Iowa Junction, Ill., to Peoria, Ill., distance of three and one-half miles, and terminal facilities at Peoria at a fixed rental, and fixed charges for handling cars.

We have pooling arrangements with the C. B. & Q. Ry., on basis of agreed rates and percentages respecting freights.

At Farmington and Abingdon, Monmouth and Keithsburg, with C. B. & Q. Ry. at above points. The policy is to maintain rates.

Our freight rates at pooling points are: Commissioners' schedule is in effect at all points, including pooling points.

We denominate as through freight and local freight as follows:

Through freight—That which passes over any part of this line on through way-bills made by this line to connections, or by connections to this line.

Local freight—That which goes from any station on the line to any other station on the line, on a local way-bill.

Machine shops in Illinois: One engine house in which repairs are made, one car repair shop.

Located: Engine house at Keithsburg, Illinois, car shop at Monmouth Junction, Illinois.

Investment at each of such places: At Keithsburg, Illinois, \$570; at Monmouth Junction, Illinois, \$400.

Men employed at each shop: At Keithsburg, Illinois, five men; at Monmouth Junction, Illinois, three men.

Kind of work done at each of said places: Ordinary running repairs.

The work done at the shops in Illinois is for the road from Keithsburg to Peoria, in Illinois, and from Oskaloosa to Mississippi river, in Iowa.

The gross number of tons of Illinois coal carried for the year ending June 30, 1896, was 49,286 tons.

STATEMENT OF ACCIDENTS.

KILLED AND INJURED DURING THE YEAR.

| Description. | | | Whole line. | | In Illinois. | |
|-----------------|--|--|-------------|----------|--------------|----------|
| | | | Killed. | Injured. | Killed. | Injured. |
| Passengers..... | | | | 5 | | |
| Employees..... | | | 21 | 20 | 1 | 3 |
| Others..... | | | | 3 | | |
| Total..... | | | 7 | 28 | 1 | 3 |

| No. | Name of person. | Occupation. | Cause of accident. | Date of accident. | Character of injury. |
|-----|----------------------------|----------------------|---|---------------------|--------------------------|
| 1 | Edward Malloy..... | Section foreman..... | Engine struck hand car..... | Sept. 2, 1885..... | Leg broken |
| 2 | E. B. Maist..... | Brakeman..... | Coupling..... | Dec. 17..... | Two fingers mashed. |
| 3 | George Woods..... | | | | One finger mashed |
| 4 | W. A. White..... | | Lying on track intoxicated..... | Apr. 25 (Towa)..... | Killed |
| 5 | S. Butterfield..... | Brakeman..... | Coupling, lack of caution..... | Aug. 27, 1885..... | Finger cut off |
| 6 | D. T. Weaver..... | | | Sept. 5..... | Finger crushed |
| 7 | Patrick Kangley..... | Don't know..... | Washout..... | Sept. 5..... | Killed |
| 8 | C. E. Auld..... | Brakeman..... | Fell from train, purely accidental..... | Oct. 26..... | Side bruised |
| 9 | John W. Skene..... | | Trespasser, lack of caution..... | Nov. 2..... | Killed |
| 10 | Benjamin Shultz..... | Section laborer..... | Jumping from bridge..... | .. 4..... | Slightly bruised |
| 11 | Joseph Fisher..... | Passenger..... | Getting off moving train, carelessness..... | .. 14..... | Head cut, wrist sprained |
| 12 | Engene Doads..... | Brakeman..... | Coupling, carelessness..... | .. 21..... | Finger bruised |
| 13 | N. W. Bell..... | | Coupling, lack of caution..... | .. 30..... | Hip bruised |
| 14 | John A. Waddy..... | | | Dec. 4..... | Killed |
| 15 | C. Allen..... | | Coupling, carelessness..... | .. 16..... | Two fingers mashed |
| 16 | J. Sharp..... | Farmer..... | Crossing ahead of train, lack of caution..... | .. 24..... | Bruised |
| 17 | Mrs. J. Sharp..... | | | .. 24..... | |
| 18 | — Sharp (small child)..... | | Run over at crossing..... | .. 24..... | Killed |
| 19 | H. Cockrell..... | Passenger..... | Riding on platform, carelessness..... | Jan. 1, 1886..... | Finger bruised |
| 20 | Mrs. J. B. Robin..... | | Getting off moving train..... | .. 13..... | Clavus was bruised |
| 21 | H. H. Blackburn..... | Switchman..... | Coupling, lack of caution..... | .. 30..... | Bruised |
| 22 | M. Young..... | Brakeman..... | Letting coal bucket fall..... | .. 30..... | Ankle bruised |
| 23 | A. M. Condon..... | Ex. brakeman..... | Broken wheel..... | Feb. 11..... | Bruised |
| 24 | John Gilliam..... | Conductor..... | | .. 11..... | |

Statement—Continued.

| No. | Name of person. | Occupation. | Cause of accident. | Date of accident. | Character of injury. |
|-----|-------------------|-----------------|----------------------------------|-------------------|------------------------|
| 25 | N. A. Kelly | Brakeman | Broken wheel. | Feb. 11, 1886 | Bruised |
| 26 | M. S. J. H. Blair | Passenger | Broken rail | " 11 " | Collar bone broken. |
| 27 | Miss Anna Harrick | " | " | " 11 " | Face and hands bruised |
| 28 | Miss Harrigan | " | " | " 11 " | Bruised |
| 29 | T. L. Seavers | Coal handler | " | " 11 " | " |
| 30 | A. W. Comstock | Brakeman | Coupling, carelessness. | " 26 " | Finger pinched |
| 31 | S. O. Adams | Hostler | Coupling, lack of caution. | Mar. 1 " | Finger mashed |
| 32 | C. Platt | Section laborer | Can filled with benzine exploded | " 13 " | Died in two days |
| 33 | Louis Nenor | " | Unloading iron | " 22 " | Foot bruised |
| 34 | August Jacob | Brakeman | Coupling, accidental | " 28 " | Ankle crushed |
| 35 | A. J. Stahl | Farmer | Walking on track | Apr. 1 " | Killed |

CHAMPAIGN AND HAVANA LINE RAILROAD.

(Havana Division W., St. L. & P.)

ORGANIZATION AND CONSTRUCTION.

This road has been operated since May 17, 1885, by a Receiver appointed by the U. S. District Court for the Southern District of Illinois.

It was previously operated by the W., St. L. & P. Ry., as the "Havana Division of the W., St. L. & P. Ry."

OFFICERS.

| | |
|---|----------------------------|
| Receiver, Anthony J. Thomas | Drexel Building, New York. |
| Cashier, Frank Shearer | Urbana, Ill. |
| Auditor, J. W. Elliott | Urbana, Ill. |
| General Manager, M. A. McDonald | Urbana, Ill. |
| Superintendent, J. Caldwell | Urbana, Ill. |
| General Freight and Ticket Agent, L. L. Fellows | Urbana, Ill. |
| Superintendent of Telegraph, L. B. Hull | Urbana, Ill. |
| General Road Master, Daniel Leo | Urbana, Ill. |

LENGTH OF TRACK.

| Main Line. | Whole line, Miles. | Main line and branches, Miles. | In Illinois, Miles. | Main line and branches, in Illinois. |
|--------------------------------------|-----------------------|---|------------------------|---|
| From Champaign to Havana, Ill. | 100.23 | 131.27 | 100.23 | 131.27 |
| BRANCHES. | | | | |
| From White Heath to Decatur | 31.04 | | 31.04 | |
| Total length of branches | | 31.04 | | 31.04 |
| Main line and branches | | 131.27 | | 131.27 |
| Sidings on main line | 7.23 | | 7.23 | |
| Sidings on branches | 1.25 | 8.48 | 1.25 | 8.48 |
| Aggregate length of all tracks | | 139.75 | | 139.75 |

Proportion of road in Illinois, 100 per cent.

RAILS AND TIES.

| | |
|-----------------------------------|-------------------------|
| Iron— | |
| On road | 90 $\frac{1}{4}$ miles. |
| Average weight per yard | 50 pounds. |
| Re-laid during the year | 40 miles. |
| Steel— | |
| On road | 11 miles. |
| Average weight per yard | 56 pounds. |
| Re-laid during the year | 22 miles. |
| Ties— | |
| Average number per mile | 3,000 |
| Number laid during the year | 45,042 |

BRIDGES.

| | | |
|------------------------------------|----|---------------------|
| Number of wooden in Illinois, | 20 | length, 2,796 feet. |
| Number of piling in Illinois, | 45 | length, 4,452 feet. |
| Number of combination in Illinois, | 1 | length, 3,000 feet. |
| Total | 66 | 10,248 feet. |

FENC'NG.

Built during the year: Wire, $7\frac{1}{2}$ miles; cost, 52 cents per rod.

STATIONS.

| | |
|---------------------|----|
| Number in Illinois | 28 |
| Total on whole line | 28 |

EQUIPMENT.

| Description. | Whole line. | Total. |
|----------------------------------|-------------|--------|
| Locomotives— | | |
| Passenger | 2 | |
| Freight | 1 | 6 |
| Passenger equipment— | | |
| Coaches | 1 | |
| Express, baggage and mail cars | 3 | 7 |
| Freight equipment— | | |
| Box cars | 28 | |
| Caboose | 4 | |
| Coal cars | 65 | |
| Other cars | 20 | 117 |
| Total number cars of all classes | | 124 |

Platform and coupler used, Miller.
Brake used, Westinghouse Vacuum.

EMPLOYES.

NUMBER, CHARACTER OF SERVICE, AND ANNUAL SALARIES OF EMPLOYEES.

| Average No. em- ployed. | Officers and Employés. | Average yearly salary. | Aggregate yearly salary. |
|-------------------------------|--|------------------------------|--------------------------------|
| 5 | General officers | \$1,671.78 | \$8,373.90 |
| 1 | Master mechanic | 900.00 | 900.00 |
| 1 | Road master | 900.00 | 900.00 |
| 3 | Clerks | 520.00 | 1,560.00 |
| 3 | Machinists | 617.00 | 1,851.00 |
| 1 | Passenger conductor | 1,080.00 | 1,080.00 |
| 1 | Freight conductors | 900.00 | 3,600.00 |
| 2 | Passenger engineers | 1,095.50 | 2,191.00 |
| 1 | Freight engineers | 1,121.41 | 1,197.64 |
| 6 | Firemen | 557.39 | 3,344.34 |
| 1 | Wiper | 101.50 | 101.50 |
| 7 | Brakemen | 531.45 | 3,720.01 |
| 5 | Station agents, also telegraph operators | 220.00 | 1,100.00 |
| 23 | Station agents, also telegraph operators | 474.29 | 10,908.67 |
| 3 | Telegraph operators not station agents | 660.00 | 1,980.00 |
| 6 | Carpenters | 712.87 | 4,277.22 |
| 22 | Section foremen | 180.00 | 10,560.00 |
| 82 | Sectionmen | 345.79 | 28,351.78 |
| 3 | Switchmen and watchmen | 332.00 | 996.00 |
| 3 | Bridge tenders and pumpers | 500.00 | 1,500.00 |
| 2 | Other employes | 284.50 | 569.00 |
| 189 | Total | | \$92,663.46 |

Of these employes all are employed in Illinois, and their aggregate annual salary is \$92,663.46.

TRAFFIC.

PASSENGERS AND FREIGHT TRAFFIC.

| | Whole line. | In Illinois. |
|--|---------------|--------------|
| Through passengers | 1,345 | 1,345 |
| Local passengers | 99,481 | 99,481 |
| Total passengers carried | 100,826 | 100,826 |
| Number of passengers carried one mile | 1,471,532 | |
| Average number of miles traveled by each passenger | 14.59 | |
| Average receipts per passenger per mile | 2.80 cts. | |
| Average cost per passenger per mile | 1.77 cents | |
| Through freight, in tons | 103,107 | 103,107 |
| Local freight, in tons | 69,833 | 69,833 |
| Total tons of freight carried | 172,940 | 172,940 |
| Average tons of freight carried one mile | 7,695,465 | |
| Average number of cars in freight train | 17 | |
| Average number tons of freight per train | 111.36 | |
| Average number tons of freight per car | 10.82 | |
| Average receipt per ton freight per mile | 2.41 | |
| Proportion freight carried in Illinois | 100 per cent. | |

FREIGHT CLASSIFIED.

| | Whole line, Tons. | In Illinois, Tons. |
|---|----------------------|-----------------------|
| Corn | 73,140 | 73,140 |
| Wheat | 6,418 | 6,418 |
| Oats | 23,230 | 23,230 |
| Flour | 1,040 | 1,040 |
| Lumber | 5,980 | 5,980 |
| Horses, mules and cattle | 2,946 | 2,946 |
| Hogs and sheep | 4,045 | 4,045 |
| Iron, lead and other mineral products | 387 | 387 |
| Coal | 31,031 | 31,031 |
| Merchandise and other articles | 24,714 | 24,714 |

. MILEAGE.

TRAIN MILEAGE.

| Trains. | Whole line. | In Illinois. |
|---|-------------|--------------|
| Passenger | 63,852 | 63,852 |
| Freight | 63,852 | 63,852 |
| Mixed | 48,452 | 48,452 |
| Switching: Freight trains, 22,460 miles | 22,460 | 22,460 |
| Total train mileage | 198,616 | 198,616 |

CAR MILEAGE.

| Cars. | Whole line. | In Illinois. |
|-----------------------------------|-------------|--------------|
| Passenger, mail and baggage | 224,604 | 224,604 |
| Freight | 994,263 | 994,263 |
| Total car mileage | 1,218,867 | 1,218,867 |
| Empty freight car mileage | 375,113 | 375,113 |

PASSENGER MILEAGE AND FREIGHT TONNAGE.

| Passenger mileage, Whole line, In Illinois. | | Freight tonnage, Whole line, In Illinois. | |
|---|-----------|---|-----------|
| Through..... | 80,700 | Through..... | 5,997,485 |
| Local..... | 1,390,832 | Local..... | 2,507,980 |
| Total pass. mil'ge | 1,471,532 | Total fr'ht tonnage. | 7,605,465 |

INCOME.

MONTHLY TRANSPORTATION EARNINGS—WHOLE LINE.

| Months. | From pas- senger department. | From freight department. | Total. |
|--------------------|------------------------------------|--------------------------------|--------------|
| 1885, July..... | \$3,789 01 | \$11,510 13 | \$15,299 14 |
| " August..... | 4,418 05 | 23,220 51 | 27,638 56 |
| " September..... | 4,212 20 | 19,191 64 | 23,403 84 |
| " October..... | 4,065 15 | 12,927 20 | 16,992 35 |
| " November..... | 3,881 71 | 16,141 72 | 20,028 43 |
| " December..... | 4,454 45 | 18,493 09 | 22,947 54 |
| 1886, January..... | 3,899 16 | 17,448 57 | 21,347 73 |
| " February..... | 4,204 77 | 18,528 90 | 22,733 67 |
| " March..... | 4,770 51 | 15,543 96 | 18,314 47 |
| " April..... | 4,016 29 | 10,129 14 | 14,145 43 |
| " May..... | 3,949 01 | 10,642 76 | 14,591 77 |
| " June..... | 4,324 92 | 12,014 15 | 16,339 07 |
| Total..... | \$19,987 23 | \$183,594 77 | \$233,582 00 |

INCOME FROM OTHER SOURCES.

| Sources. | Whole line. |
|-------------------------------|-------------|
| Illinois railroad bridge..... | \$1,213 15 |
| Miscellaneous..... | 54 00 |
| Total..... | \$1,267 15 |

TOTAL INCOME FROM ALL SOURCES.

| Sources. | Whole line. |
|--|--------------|
| From passenger and freight department..... | \$233,582 00 |
| From other sources..... | 1,267 15 |
| Total income from all sources..... | \$234,849 15 |

DEDUCTIONS MADE FROM TRANSPORTATION EARNINGS.

| Average earnings. | Whole line. |
|--|-----------------------|
| Average passenger department earnings, per mile..... | \$380 80 |
| Average passenger department earnings, per train mile..... | 40 74 |
| Average freight department earnings, per mile..... | 1,398 60 |
| Average freight department earnings, per train mile..... | 165 60 |
| Average gross transportation earnings, per mile..... | 1,779 40 |
| Average gross transportation earnings, per train mile..... | 117 60 |
| Average net transportation earnings, per mile..... | 1,021 62 |
| Average net transportation earnings, per train mile..... | 67 60 |
| The ratio of passenger to freight earnings was..... | As 100 is to 367 3-10 |

OPERATING EXPENSES AND TAXES.

| Items of Operating Expenses. | Whole line. | In Illinois. |
|---|--------------|--------------|
| Salaries general officers and clerks..... | \$9,933 90 | \$9,933 90 |
| Law expenses..... | 733 76 | 733 76 |
| Insurance..... | 1,643 85 | 1,643 85 |
| Stationery and printing..... | 1,626 48 | 1,626 48 |
| Outside agencies and advertising..... | 60 50 | 60 50 |
| Contingencies..... | 3,054 25 | 3,054 25 |
| Repairs or renewals—bridges (including culverts and cattle-guards)..... | 378 70 | 378 70 |
| Repairs or renewals—buildings..... | 65 30 | 65 30 |
| Repairs or renewals—fences, road-crossings or signs..... | 92 08 | 92 08 |
| Repairs of roadway and track..... | 29,445 44 | 29,445 44 |
| Repairs of locomotives..... | 2,698 99 | 2,698 99 |
| Fuel for locomotives..... | 5,842 09 | 5,842 09 |
| Water supply..... | 1,822 27 | 1,822 27 |
| Oil and waste..... | 1,800 00 | 1,800 00 |
| Locomotive service..... | 10,434 45 | 10,434 45 |
| Repairs of passenger and freight cars..... | 2,990 44 | 2,990 44 |
| Passenger and freight train service..... | 8,858 24 | 8,858 24 |
| Mileage of freight cars (debit balance)..... | 1,219 92 | 1,219 92 |
| Telegraph expenses (maintenance and operating)..... | 4,684 80 | 4,684 80 |
| Damage and loss of freight and baggage..... | 16 01 | 16 01 |
| Damage to property and cattle..... | 523 31 | 523 31 |
| Agents and station service..... | 11,548 67 | 11,548 67 |
| Total operating expenses..... | \$99,473 35 | \$99,473 35 |
| Taxes..... | 14,892 75 | 14,892 75 |
| Total operating expenses and taxes..... | \$114,366 10 | \$114,366 10 |

Average operating expenses (less taxes) per mile, \$757.77.

Average operating expenses (less taxes) per train mile, 50c.

Proportion of operating expenses (less taxes) to earnings, 42.35 per cent.

EXPENSES IN ADDITION TO OPERATING EXPENSES AND TAXES.

| Paid for— | Whole line. |
|--------------------------------|-------------|
| Additional equipment..... | \$8,052 00 |
| Additional buildings..... | 1,202 82 |
| Additional side tracks..... | 520 53 |
| New fences..... | 1,251 36 |
| Total additional expenses..... | \$11,026 71 |

GENERAL EXHIBIT,

NET INCOME, DIVIDENDS, BALANCES.

| | |
|---|--------------|
| Total income..... | \$234,849 15 |
| Operating expenses, less taxes..... | 99,473 35 |
| Excess of income over operating expenses..... | \$135,375 80 |
| Less taxes..... | 14,892 75 |
| Excess of income over operating expenses and taxes..... | \$120,483 05 |
| Net income..... | \$120,483 05 |
| Balance for the year..... | \$120,483 05 |
| Balance (profit) May 17 to June 30, 1885..... | 3,446 91 |
| Balance (profit)..... | \$123,929 96 |
| Balance (profit) carried forward to next year..... | 123,929 96 |

CHARGES TO PROPERTY DURING THE YEAR.

| | Dr. | Amount. |
|-----------------------------|-----|-------------|
| Construction and equipment— | | |
| 50 coal cars..... | | \$8,052 00 |
| Other charges— | | |
| New buildings..... | | 1,202 82 |
| Side tracks..... | | 520 53 |
| New fences..... | | 1,251 36 |
| Right of way..... | | 52 80 |
| Total charges..... | | \$11,089 51 |
| Net additions..... | | \$11,089 51 |

GENERAL BALANCE SHEET.

| Assets. | | Liabilities. | |
|------------------------------------|--------------|----------------------------|--------------|
| Equipment account..... | \$8,052 00 | Unfunded debt, as follows: | |
| Other investments, as follows: | | Vouchers and accounts..... | \$12,345 00 |
| New work..... | 2,971 71 | Profit and loss..... | 123,929 96 |
| Right of way..... | 52 80 | | |
| Cash items, as follows: | | | |
| Cash..... | 6,611 43 | | |
| Due from agents and companies..... | 10,268 65 | | |
| Cash Assets, as follows: | | | |
| Receiver's account..... | 108,315 67 | | |
| Total assets..... | \$136,274 96 | Total liabilities..... | \$136,274 96 |

ADDITIONAL INFORMATION.

Contract with the United States Government for the transportation of mails. Allowance by the government during the year for transportation of the mails, \$6,959.28.

Express companies doing business on this road, and the terms of contract existing between such companies and the railroad companies: The Pacific Express Company does business on this road, and pays \$1,800 per annum for the privilege.

This Company has pooling arrangements with the following railroad companies respecting freight: W., St. L. & P. Ry.; Ill. Cen. R. R.; Ill. Mid. Ry.; P., D. & F. Ry.; L. D. & S. Ry.

Contracts operate at Decatur, Ill.

The object is to maintain rates.

Freight rates at pooling points are same as at local.

The cost per ton per mile for through freight is 1.02 cents.

We denominate through and local freights as follows:

Local freight—All shipments between stations on our road.

Through freight—Shipments from stations on our road delivered to connecting roads for points beyond or on the same. Also, all freight received from connecting roads destined for points on or beyond our road.

The average receipts per ton per mile for the transportation of Illinois coal for the year ending June 30, 1886, was 2.11 cents.

The gross number of tons of Illinois coal carried for the year ending June 30, 1886, was 25,569. Average distance each ton hauled, 41.4 miles. Average receipt per ton, 87.50 cents.

CHICAGO AND ALTON RAILROAD.

ORGANIZATION AND CONSTRUCTION.

The Chicago and Alton Railroad Company was organized at Chicago on the 16th day of October, 1862, under and in pursuance of an act entitled "An act to incorporate the Chicago and Alton Railroad Company," approved February 18, 1861, which has been amended by an act of February 16, 1865.

The original name of this company was the "Alton and Sangamon Railroad Company," and the date of the original charter was the 27th of February, 1847, amended by acts of January 29, 1851, February 11, 1851, February 17, 1851, and June 19, 1852. By the last mentioned act the name was changed to the "Chicago and Mississippi Railroad Company," and the charter was further amended February 11, 1853, February 28, 1854 and February 14, 1855. By the act last mentioned the last name was changed to the "Chicago, Alton and St. Louis Railroad Company," and by the act of January 21, 1857, the purchasers of the property and franchises of the last named company were created a corporation by the name of the "St. Louis, Alton and Chicago Railroad Company," whose railroad and all its property, real and personal, with the corporate rights, etc., were acquired by the "Chicago and Alton Railroad Company."

On the 5th of April, 1870, the Chicago and Alton Railroad Company purchased the unfinished road of the "Hamilton, Lacon and Eastern Railroad Company," which was incorporated March 7, 1867.

On the 5th of September, 1879, the "Chicago and Alton Railroad Company" purchased the road and branch road of the "Chicago and Illinois River Railroad Company," which was incorporated by the act of February 28, 1867, amended March 24, 1869, and its road had been leased to the "Chicago and Alton Railroad Company," in perpetuity, March 1, 1875.

LEASED LINES.

1. The Joliet and Chicago Railroad Company was incorporated February 15, 1855; charter amended February 20, 1861; road leased to the Chicago and Alton Railroad Company, January 1, 1861, in perpetuity.

2. The Alton and St. Louis Railroad Company was incorporated February 4, 1859, and leased to the Chicago and Alton Railroad Company April 16, 1861, in perpetuity; and the stock of that company is entirely owned by the Chicago and Alton Railroad Company.

3. The St. Louis, Jacksonville and Chicago Railroad Company was incorporated under the name of the "Jacksonville and Carrollton Railroad Company," on the 15th of February, 1851; charter amended by acts of February 11, 1853, February 27, 1854, and February 7, 1857. By the last named act the name was changed to the "Jacksonville, Alton and St. Louis Railroad Company," and its charter further amended February 11, 1859, February 21, 1859, and February 20, 1861.

On the 27th of October, 1862, the "Jacksonville, Alton and St. Louis Railroad Company," was consolidated with the "Tonica and Petersburg Railroad Company," (which was incorporated January 15, 1857, and its charter amended February 15, 1857, February 11, 1859, and February 22, 1861,) and the name of the consolidated companies changed to the "St. Louis, Jacksonville and Chicago Railroad Company," whose charter was amended February 13, 1863; and on the 20th day of April, 1868, the road of this company was leased in perpetuity to the Chicago and Alton Railroad Company.

4. The Mississippi River Bridge Company. The articles of association of the "Mississippi River Bridge Company," under the laws of the State of Illinois, were dated April 1, 1873, and of "The Louisiana Bridge Company," under the laws of the State of Missouri, April 8, 1873. These two companies consolidated under the name of "The Mississippi River Bridge Company," April 25, 1873. An agreement was made July 5, 1873, between the Louisiana and Missouri River Railroad Company and the Mississippi River Bridge Company, authorizing the latter company to construct and maintain the bridge, which the former company is authorized to construct and maintain by act of the Congress of the United States, entitled "An act to authorize the construction of a bridge over the Mississippi river at Louisiana, Missouri, and also a bridge over the Missouri river at Glasgow, in said State," approved March 3, 1871. The bridge was leased to the Chicago and Alton Railroad Company, in perpetuity, December 3, 1877.

5. The Louisiana and Missouri River Railroad Company was incorporated under the laws of the State of Missouri, March 10, 1857. Charter amended March 24, 1868, and January 9, 1870, (which also consolidated various acts relating to the company), and further amended March 27, 1875. Road leased to the Chicago and Alton Company August 1, 1870, for the term of 1,000 years.

6. The Kansas City, St. Louis and Chicago Railroad Company was organized under articles of association under chapter 63 of the General Statutes of Missouri, entitled "Of Railroad Companies," and article 2, entitled "Railroad Companies," of chapter 37 of Wagner's Missouri Statutes, entered into at St. Louis, Missouri, April 10, 1877, and duly filed in the office of the Secretary of State of Missouri, April 18, 1877. Road is leased to the Chicago and Alton Railroad Company, March 15, 1878, in perpetuity.

OFFICERS.

| | |
|--|-----------------------|
| President..... | Timothy B. Blackstone |
| Vice-President..... | James C. McMullin |
| General Solicitor..... | Corydon Beckwith |
| Secretary and Treasurer..... | Charles H. Foster |
| Auditor..... | Chauncey Kelsey |
| General Manager..... | Charles H. Chappell |
| General Manager's Assistant..... | Joseph H. Wood |
| Superintendent of Transportation..... | T. M. Bates |
| Division Superintendents..... | A. M. Richards |
| Chief Engineer..... | S. D. Reeve |
| General Freight Agent..... | K. F. Booth |
| General Passenger and Ticket Agent..... | Henry H. Courtwright |
| Purchasing Agent..... | James Charlton |
| Superintendent of Telegraph..... | A. V. Hartwell |
| General Baggage Agent..... | W. K. Morley |
| Master Mechanic (Superintendent of Machinery)..... | C. Huntington |
| General Road Master..... | William Wilson |
| | William Rilev |

General office at 204 Dearborn street, Chicago, Ill.

Date of annual election, first Monday in April.

DIRECTORS.

| | |
|----------------------------|----------------|
| George Straut..... | Chicago, Ill. |
| James C. McMullin..... | Chicago, Ill. |
| John Crerar..... | Chicago, Ill. |
| Lorenzo Blackstone..... | Norwich, Conn. |
| John J. Mitchell..... | St. Louis, Mo. |
| Timothy B. Blackstone..... | Chicago, Ill. |
| John B. Drake..... | Chicago, Ill. |
| Morris K. Jesup..... | New York |
| William A. Slater..... | Norwich, Conn. |

CAPITAL STOCK.

| | |
|---|----------------|
| Amount of common stock..... | \$14, 110, 800 |
| Amount of preferred stock..... | 3, 479, 500 |
| Number of stockholders in Illinois..... | 72 |
| Number elsewhere..... | 1, 457 |
| Amount of stock held in Illinois..... | \$2, 830, 000 |
| Number of shares held in Illinois..... | 28, 300 |

FUNDED DEBT IN DETAIL.

| Name of bond. | When issued. | When due. | Rate per cent. | Interest. | | Amount of bonds. |
|--------------------------------|--------------|---------------|----------------|---------------|--------------------------|------------------|
| | | | | When payable. | Amount paid during year. | |
| First mortgage..... | Jan. 1, 1893 | 7 Jan. & July | 7 | Jan. & July | \$166,810 00 | \$2,383,000 00 |
| Con. bonds, sterling..... | July 1, 1903 | 6 Jan. & July | 6 | Jan. & July | 266,155 20 | 4,379,850 00 |
| St. L., J. & C. R. R. 1st..... | Apr. 1, 1894 | 7 Apr. & Oct. | 7 | Apr. & Oct. | 39,480 00 | 564,000 00 |
| St. L., J. & C. R. R. 2d..... | July 1, 1898 | 7 Jan. & July | 7 | Jan. & July | 13,160 00 | 188,000 00 |
| St. L., J. & C. R. R. 1st..... | Apr. 1, 1891 | 7 Apr. & Oct. | 7 | Apr. & Oct. | 165,550 00 | 2,365,000 00 |
| St. L., J. & C. R. R. 2d..... | July 1, 1898 | 7 Jan. & July | 7 | Jan. & July | 3,185 00 | 44,000 00 |
| Ia. & Mo. R. R. R. 1st..... | Aug. 1, 1900 | 7 Aug. & Feb. | 7 | Aug. & Feb. | 30,737 00 | 439,100 00 |
| Total..... | | | | | \$685,677 20 | \$10,362,950 00 |

Average bonded debt per mile for 586.36 miles, \$17,637.35.

TOTAL LIABILITIES.

| | |
|--|-----------------|
| Common stock..... | \$14,110,800 00 |
| Preferred stock..... | 3,479,500 00 |
| Bonded debt..... | 10,362,950 00 |
| Floating debt: None except current accounts. | |

Aggregate.....\$27,953,250 00

Average per mile for 586.36 miles.....47,672 50

LENGTH OF TRACK.

| Main line. | Whole line miles. | Main line and branches, miles. | In Illinois, miles. | Main line and branches, in Illinois. |
|-------------------------------------|----------------------|---|------------------------|---|
| From Chicago to East St. Louis..... | 280.70 | | 280.70 | |
| BRANCHES. | | | | |
| From Joliet to Mazon River..... | 23.86 | | | |
| From Coal City to Mazon Bridge..... | 5.90 | | | |
| From Dwight to Lacon..... | 54.30 | | | |
| From Varna to Washington..... | 25.50 | | | |
| From Roodhouse to Louisiana..... | 38.10 | | | |
| From Bloomington to Godfrey..... | 150.60 | | | |
| From Godfrey to Wann..... | 7.40 | | | |
| From Louisiana to Mexico..... | 50.80 | | | |
| From Mexico to Cedar City..... | 50.00 | | | |
| From Mexico to Kansas City..... | 161.92 | | | |
| Total length of branches..... | 568.38 | | 304.90 | |
| Main line and branches..... | 849.08 | 849.08 | 585.60 | 585.60 |
| Double track on main line..... | 62.26 | | 62.26 | 62.26 |
| Double track on branches..... | 0.87 | 63.13 | | |
| Sidings on main line..... | 98.67 | | 98.67 | |
| Sidings on branches..... | 89.14 | 187.81 | 10.47 | 139.14 |
| Aggregate length of all tracks..... | | 1,100.02 | | 787.00 |

Proportion of road in Illinois, 71.5441 per cent.

RAILS AND TIES.

| | |
|----------------------------------|--------------|
| Iron— | |
| On road..... | 166.75 miles |
| Average weight per yard..... | 58 lbs |
| Steel— | |
| On road..... | 933.27 miles |
| Average weight per yard..... | 63 lbs |
| Re-laid during the year..... | 13.85 miles |
| Ties— | |
| Average number per mile..... | 2,700 |
| Number laid during the year..... | 339,687 |

BRIDGES.

| | |
|---|--------------------|
| Number of framed trestles in Illinois, 35..... | length 2,634 feet |
| Number of wooden Howe truss in Illinois, 2..... | length 275 feet |
| Number of iron in Illinois, 78..... | length 9,994 feet |
| Number of combination in Illinois, 5..... | length 504 feet |
| Number of piling in Illinois, 14..... | length 22,583 feet |

BUILT DURING THE YEAR IN ILLINOIS.

| | |
|--------------------------|-------------------|
| Number of iron, 1..... | length 1,810 feet |
| Number of piling, 2..... | length 32 feet |

FENCING.

The whole line is fenced, except at the crossings of public roads and highways, and within such portions of cities and incorporated towns and villages as are laid out and platted into lots and blocks, and there it is not required by law to be fenced. The kind of fence is stone, hedge, board and barb wire. Unable to state its cost, most of it having been built before company came into possession of the road. Only replacing and repairing built during the year.

STATIONS.

| | |
|------------------------------|-----|
| Number in Illinois | 116 |
| Number out of Illinois | 52 |
| Total on whole line | 168 |

EQUIPMENT.

| Description. | Whole line. | Total. |
|--|-------------|--------|
| Locomotives— | | |
| Passenger and freight | | 226 |
| Passenger equipment— | | |
| Coaches | 78 | |
| Dining and drawing room cars | 4 | |
| Pay cars | 1 | |
| Officers' cars | 1 | |
| Express cars | 13 | |
| Baggage cars | 16 | |
| Mail cars | 6 | |
| Freight equipment— | | 119 |
| Box cars | 3,157 | |
| Stock cars | 1,842 | |
| Flat cars | 98 | |
| Flat cars | 646 | |
| Coal cars | 704 | |
| Blue Line box cars | 50 | |
| Other cars | 14 | |
| | | 6,511 |
| Total number cars of all classes | | 6,630 |

Platform and coupler used, Blackstone's.

Brake used, Westinghouse Automatic Air.

AVERAGE LIFE OF LOCOMOTIVES, CARS, RAILS, TIES, BRIDGES, ETC.

| Equipment and Superstructure. | Average life, in years. |
|-------------------------------|-------------------------|
| Locomotives— | |
| Passenger | Estimated. 12 |
| Freight | 12 |
| Cars— | |
| Passenger | Estimated. 10 |
| Baggage | 10 |
| Box | 8 |
| Stock | 7 |
| Coal | 6 |
| Flat | 6 |
| Rails— | |
| Iron | Estimated. 6 |
| Steel | 15 |
| Joint fastenings | 10 |
| Frogs | 3 |
| Ties— | |
| Oak | 6 |
| Hemlock | 5 |
| Cedar | 5 |
| Bridges— | |
| Wooden | 8 |
| Iron | 50 |
| Combination | 15 |
| Trestles | 8 |
| Piling | 10 |
| Fence posts | 8 |

EMPLOYEES.

NUMBER, CHARACTER OF SERVICE, AND ANNUAL SALARIES OF EMPLOYEES.

| Average No. em- ployed. | Officers and Employés. | Aggregate yearly salary. |
|-------------------------------|--|--------------------------------|
| 17 | General officers..... | \$71,899 57 |
| 5 | Assistant superintendents..... | 13,599 96 |
| 1 | Master mechanic..... | 4,249 98 |
| 6 | Road masters..... | 9,900 00 |
| 208 | Clerks..... | 148,281 22 |
| 672 | Machinists..... | 390,523 10 |
| 60 | Passenger conductors..... | 34,209 22 |
| 114 | Freight conductors..... | 100,235 49 |
| 46 | Passenger engineers..... | 63,360 02 |
| 100 | Freight engineers..... | 182,171 34 |
| 145 | Firemen..... | 143,541 66 |
| 172 | Wipers..... | 82,602 95 |
| 60 | Baggagemen..... | 25,924 96 |
| 273 | Brakemen..... | 159,278 22 |
| 47 | Station agents not telegraph operators..... | 36,394 16 |
| 111 | Station agents also telegraph operators..... | 51,691 51 |
| 89 | Telegraph operators not station agents..... | 53,539 97 |
| 203 | Carpenters..... | 137,667 08 |
| 175 | Section foremen..... | 100,029 84 |
| 690 | Sectionmen..... | 279,345 97 |
| 698 | Laborers..... | 327,804 93 |
| 66 | Flagmen..... | 21,874 70 |
| 120 | Switchmen and watchmen..... | 97,028 48 |
| 46 | Bridge tenders and pumpers..... | 24,636 00 |
| 198 | Other employés..... | 178,330 88 |
| 4,322 | Total..... | \$2,742,541 21 |

Of these employes 3,028 are employed in Illinois, and their aggregate annual salary is \$1,921,447.68. (Estimated.)

TRAFFIC.

PASSENGERS AND FREIGHT CARRIED.

| | Whole line. | In Illinois. |
|---|-------------|--------------|
| Through passengers..... | 123,285 | |
| Local passengers..... | 1,603,279 | |
| Total passengers carried..... | 1,726,564 | |
| Number of passengers carried one mile..... | 110,133,995 | |
| Average number cars in passenger train..... | 6 | |
| Average number of miles traveled by each passenger..... | 63 78 | |
| Average receipts per passenger per mile..... | 02.29 cents | |
| Through freight, in tons..... | 941,633 | 427,597 |
| Local freight, in tons..... | 2,623,250 | 2,590,326 |
| Total tons freight carried..... | 3,564,883 | 3,017,923 |
| Average tons of freight carried one mile..... | 540,196,836 | |
| Average number of cars in freight train..... | 24 | |
| Average number tons of freight per train..... | 176 64 | |
| Average number tons of freight per car..... | 10 56 | |
| Average receipt per ton freight per mile..... | 979 | |

FREIGHT CLASSIFIED.

| | Whole line tons. | In Illinois tons. |
|--|---------------------|----------------------|
| Corn..... | 181,912 | 141,740 |
| Wheat..... | 62,314 | 31,740 |
| Rye..... | 1,075 | 618 |
| Oats and barley..... | 75,880 | 73,722 |
| Flour..... | 41,209 | 34,223 |
| Provisions..... | 36,609 | 13,393 |
| Salt..... | 14,630 | 14,015 |
| Agricultural implements..... | 5,667 | 5,249 |
| Lumber..... | 216,264 | 199,899 |
| Other forest products..... | 27,688 | 15,997 |
| Horses and mules..... | 10,260 | 5,910 |
| Cattle..... | 211,660 | 80,630 |
| Hogs and sheep..... | 151,310 | 62,210 |
| Iron, lead and other mineral products..... | 380,743 | 358,558 |
| Stone, brick, sand, lime, clay, cement and stucco..... | 101,729 | 95,186 |
| Coal and coke..... | 1,318,736 | 1,269,434 |
| Merchandise..... | 216,586 | 201,992 |
| Other articles..... | 478,261 | 446,331 |
| Total tons..... | 3,534,959 | 3,050,847 |

MILEAGE.

TRAIN MILEAGE.

| Trains. | Whole line. |
|--------------------------|-------------|
| Passenger..... | 1,746,503 |
| Freight..... | 3,082,839 |
| Construction..... | 245,519 |
| Total train mileage..... | 5,074,861 |

CAR MILEAGE.

| Cars. | Whole line. |
|----------------------------------|-------------|
| Passenger, mail and baggage..... | 9,926,062 |
| Freight..... | 73,421,481 |
| Total car mileage..... | 83,350,543 |
| Empty freight car mileage..... | 22,230,480 |

PASSENGER MILEAGE AND FREIGHT TONNAGE.

| Passenger mileage. | Whole line. | Freight tonnage. | Whole line. |
|------------------------------|-------------|----------------------------|-------------|
| Through..... | 45,344,103 | Through..... | 335,041,161 |
| Local..... | 64,789,891 | Local..... | 265,452,675 |
| Total passenger mileage..... | 110,133,995 | Total freight tonnage..... | 510,496,836 |

| | |
|------------------------------------|-------------|
| Passenger mileage in Illinois..... | 74,027,462 |
| Freight tonnage in Illinois..... | 396,139,237 |

INCOME.

MONTHLY TRANSPORTATION EARNINGS—WHOLE LINE.

| Months. | From passenger department. | From freight department. | Total. |
|---------------------|----------------------------------|--------------------------------|----------------|
| 1885, July | \$226,076 17 | \$440,576 25 | \$666,652 42 |
| " August | 243,340 19 | 477,945 77 | 721,285 96 |
| " September | 241,258 16 | 506,884 22 | 748,142 38 |
| " October | 252,024 01 | 510,846 22 | 762,870 23 |
| " November | 184,396 12 | 542,430 28 | 726,826 40 |
| " December | 247,515 67 | 449,864 58 | 697,380 25 |
| 1886, January | 175,997 02 | 378,825 90 | 554,822 92 |
| " February | 158,299 07 | 380,260 70 | 538,559 77 |
| " March | 191,361 35 | 416,022 45 | 607,383 80 |
| " April | 189,376 40 | 383,541 48 | 572,917 88 |
| " May | 209,657 19 | 384,488 56 | 594,145 75 |
| " June | 208,357 09 | 422,106 96 | 630,464 05 |
| Total..... | \$2,527,658 44 | \$5,293,793 37 | \$7,821,451 81 |

IN ILLINOIS.

| Months. | From passenger department. | From freight department. | Total. |
|---------------------|----------------------------------|--------------------------------|----------------|
| 1885, July | \$167,275 05 | \$343,052 29 | \$510,327 34 |
| " August | 170,977 29 | 359,034 79 | 530,012 08 |
| " September | 174,361 27 | 384,849 52 | 559,210 79 |
| " October | 183,136 82 | 367,132 31 | 550,269 13 |
| " November | 119,952 42 | 333,879 46 | 513,831 88 |
| " December | 161,578 35 | 370,234 62 | 534,812 97 |
| 1886, January | 127,436 57 | 291,657 43 | 419,094 00 |
| " February | 115,678 36 | 279,282 72 | 394,961 08 |
| " March | 136,504 18 | 289,271 39 | 425,775 57 |
| " April | 132,704 25 | 278,957 36 | 411,661 61 |
| " May | 148,952 45 | 260,783 46 | 409,735 91 |
| " June | 145,945 58 | 315,552 26 | 461,497 84 |
| Total..... | \$1,787,502 59 | \$3,933,687 61 | \$5,721,190 20 |

INCOME FROM OTHER SOURCES.

| Sources. | Whole line. | In Illinois. |
|-----------------|-------------|--------------|
| Incidental..... | \$55,109 56 | \$52,561 48 |
| Total | \$55,109 56 | \$52,561 48 |

TOTAL INCOME FROM ALL SOURCES.

| Sources. | Whole line. | In Illinois. |
|---|----------------|----------------|
| From passenger and freight departments..... | \$7,821,451 81 | \$5,721,190 20 |
| From other sources..... | 55,109 56 | 52,561 48 |
| Total income from all sources | \$7,876,561 37 | \$5,773,751 68 |

DEDUCTIONS MADE FROM TRANSPORTATION EARNINGS.

| Average Earnings. | Whole line. |
|---|------------------|
| Average passenger department earnings per mile..... | \$2,976 94 |
| Average passenger department earnings per train mile..... | 1 44 73 |
| Average freight department earnings per mile..... | 6,234 74 |
| Average freight department earnings per train mile..... | 1 71 72 |
| Average gross transportation earnings per mile..... | 9,211 68 |
| Average gross transportation earnings per train mile..... | 1 61 54 |
| Average net transportation earnings per mile..... | 4,326 54 |
| Average net transportation earnings per train mile..... | 76 03 |
| The ratio of passenger to freight earnings was..... | As 100 is to 208 |

OPERATING EXPENSES AND TAXES.

| Items of Operating Expenses. | Whole line. | In Illinois. Estimated. |
|--|----------------|----------------------------|
| Salaries general officers and clerks..... | \$113,180 12 | \$82,208 38 |
| Law expenses..... | 70,087 60 | 50,908 13 |
| Insurance..... | 10,501 25 | 7,627 58 |
| Stationery and printing..... | 63,180 90 | 45,891 45 |
| Outside agencies and advertising..... | 48,928 39 | 35,539 13 |
| Contingencies..... | 86,529 57 | 62,850 75 |
| Repairs or renewals—bridges (including culverts and cattle-guards)..... | 154,465 50 | 106,673 87 |
| Repairs or renewals—buildings..... | 79,692 64 | 55,035 74 |
| Repairs or renewals—fences, road-crossings or signs..... | 53,867 89 | 37,201 17 |
| Renewals of rails..... | 30,000 00 | 20,718 00 |
| Renewals of ties..... | 150,000 00 | 103,590 00 |
| Repairs of roadway and track..... | 529,957 68 | 365,988 77 |
| Repairs of locomotives..... | 303,603 21 | 208,365 92 |
| Fuel for locomotives..... | 334,652 56 | 229,675 40 |
| Water supply..... | 35,717 49 | 24,513 27 |
| Oil and waste..... | 41,480 03 | 28,468 16 |
| Locomotive service..... | 89,379 02 | 61,341 71 |
| Repairs of passenger cars..... | 127,146 54 | 89,241 61 |
| Passenger train service..... | 235,274 11 | 165,134 19 |
| Passenger train supplies..... | 50,211 71 | 35,242 60 |
| Mileage of passenger cars (debit balance) deducted from earnings..... | | |
| Repairs of freight cars..... | 357 803 73 | 254,319 73 |
| Freight train service..... | 502,751 42 | 357,331 43 |
| Freight train supplies..... | 88,632 76 | 62,998 41 |
| Mileage of freight cars (debit balance) .....deducted from earnings..... | | |
| Telegraph expenses (maintenance and operating)..... | 11,644 83 | 8,041 91 |
| Damage and loss of freight and baggage..... | 13,050 14 | 9,012 43 |
| Damage to property and cattle..... | 14,843 51 | 10,250 93 |
| Personal injury..... | 39,636 45 | 27,372 93 |
| Agents and station service..... | 478,828 81 | 347,797 31 |
| Station supplies..... | 32,846 42 | 22,683 74 |
| Total operating expenses..... | \$4,147,874 28 | \$2,916,024 65 |
| Taxes..... | 321,629 16 | 192,498 17 |
| Total operating expenses and taxes..... | \$4,469,503 44 | \$3,108,522 82 |

Average operating expenses (less taxes) per mile, \$4,892.21.

Average operating expenses (less taxes) per train mile, \$5.88 cents.

Proportion of operating expenses (less taxes) to earnings, 32.660 per cent.

EXPENSES IN ADDITION TO OPERATING EXPENSES AND TAXES.

| Paid for— | Whole line. |
|--|----------------|
| Additional real estate..... | \$39,508 95 |
| Additional buildings..... | 5,781 79 |
| Additional side tracks..... | 13,775 67 |
| New ballast..... | 125,704 63 |
| Changing line and grade..... | 64,806 11 |
| Improvements on K. C., St. L. & C. R. R..... | 131,124 85 |
| Leased Lines— | |
| K. C., St. L. & C. R. R..... | 335,873 19 |
| Mississippi River Bridge Co..... | 71,000 00 |
| La. & Mo. R. R. R..... | 186,572 29 |
| Joliet and Chicago R. R..... | 106,250 00 |
| Interest— | |
| On funded debt..... | 685,077 20 |
| *Dividends— | |
| On common and preferred stock..... | 1,407,104 00 |
| Total additional expenses..... | \$3,172,578 68 |

*Payable quarterly.

GENERAL EXHIBIT.

NET INCOME, DIVIDENDS, BALANCES.

| | |
|--|----------------|
| Total income..... | \$7,876,561 37 |
| Operating expenses, less taxes..... | 4,147,874 28 |
| Excess of income over operating expenses..... | \$3,728,687 09 |
| Less taxes..... | 321,629 16 |
| Excess of income over operating expenses and taxes..... | \$3,407,057 93 |
| Interest on funded debt..... | \$685,077 20 |
| Rentals..... | 699,695 48 |
| | 1,384,772 68 |
| Net income..... | \$2,022,285 25 |
| Dividends declared 8%..... | 1,407,104 00 |
| Balance for the year..... | \$615,181 25 |
| Balance (profit) last year..... | 2,160,887 91 |
| Balance (profit)..... | \$2,776,069 16 |
| Deduct: | |
| Amount expended for real estate, etc..... | 380,702 00 |
| | \$2,395,367 16 |
| Add: | |
| Amount received as income on investments, etc., in excess of amount paid out on bonds assured..... | 27,805 20 |
| Balance (profit) carried forward to next year..... | \$2,423,172 36 |

GENERAL BALANCE SHEET.

| Assets. | | Liabilities. | |
|---|-----------------|--|-----------------|
| Construction account..... | \$24,051,263 87 | Capital stock, less amount in trustees' hands..... | \$17,590,300 00 |
| Other investments..... | 1,212,683 85 | Funded debt..... | 10,362,950 00 |
| Cost of St. L., J. & C. R. R., represented by bonds of that Co., assumed by C. & A. R. R..... | 2,409,000 00 | <i>Unfunded debt as, follows:</i> | |
| St. L., J. & C. R. R. stock exchanged for C. & A. stock in purchase of line..... | 2,663,000 00 | Interest unpaid..... | 732 70 |
| <i>Cash items, as follows:</i> | | Dividends unpaid..... | 711 76 |
| Cash..... | 586,491 53 | Vouchers and accounts current..... | 502,046 06 |
| Bills receivable..... | 485,176 72 | Bonds redeemed..... | 1,070,000 00 |
| Due from agents and companies..... | 657,753 88 | Due to individuals and companies..... | 720,536 97 |
| Due from agents—cash in transit..... | 120,054 83 | Profit and loss on income account..... | 2,423,176 36 |
| <i>Cash assets, as follows:</i> | | | |
| Materials and supplies..... | 485,023 17 | | |
| Total assets..... | \$32,670,449 85 | Total liabilities..... | \$32,670,449 85 |

PRESENT OR CONTINGENT LIABILITIES NOT INCLUDED IN BALANCE SHEET.

| | |
|--|----------------|
| Bonds guaranteed by Company, or a lien on its road— | |
| The Mississippi River Bridge Co..... | \$680,000 00 |
| Sinking fund gold bonds, for cost of line Mexico to Kansas City..... | 2,530,000 00 |
| Total..... | \$3,210,000 00 |

LOCAL EXHIBIT OF ILLINOIS BUSINESS.

INCOME, EXPENSES, BALANCES, ETC.

| | |
|---|----------------|
| Total income..... | \$5,773,751 68 |
| Operating expenses, estimated (less taxes)..... | 2,916,024 65 |
| Taxes..... | 192,498 17 |
| Excess of income over operating expenses and taxes (estimated)..... | \$2,665,228 86 |
| Interest on funded debt..... | \$685,077 20 |
| Rentals actually paid..... | 71,000 00 |
| | 756,077 20 |
| Net income on Illinois business..... | \$1,909,151 66 |

FUNDED DEBT IN DETAIL.

ON PROPERTY WITHIN THE STATE.

| Name of Bond. | When issued. | When due. | Interest. | | Amount of bonds. |
|-----------------------------------|--------------|---------------|-----------|---------------|--------------------------|
| | | | Rate | When payable. | Amount paid during year. |
| First mortgage..... | Jan. 1, 1893 | 7 Jan. & July | 7 | | \$166,810 00 |
| Consolidated bonds, sterling..... | July 1, 1903 | 6 " | 6 | | 266,155 20 |
| St. L., J. & C. R. R., 1st..... | Apr. 1, 1894 | 7 Apr. & Oct. | 7 | | 39,480 00 |
| " " 2d..... | July 1, 1898 | 7 Jan. & July | 7 | | 13,160 00 |
| " " 1st..... | Apr. 1, 1894 | 7 Apr. & Oct. | 7 | | 165,550 00 |
| " " 2d..... | July 1, 1898 | 7 Jan. & July | 7 | | 3,185 00 |
| La. & Mo. R. R. R., 1st..... | Aug. 1, 1900 | 7 Aug. & Feb. | 7 | | 30,737 00 |

Average bonded debt per mile for 586.36-100 miles, \$17,673.55.

TOTAL LIABILITIES.

COMMON AND PREFERRED STOCK AND FUNDED AND UNFUNDED DEBT ON PROPERTY WITHIN THE STATE.

| Stocks and Bonds. | Total. |
|---|-----------------|
| Common stock..... | \$14,110,800 00 |
| Preferred stock..... | 3,479,500 00 |
| Bonded debt..... | 10,362,950 00 |
| Floating debt.....None except current accounts..... | |
| Aggregate..... | \$27,953,250 00 |
| Average per mile, for 586 36-100 miles..... | 47,672 50 |

ADDITIONAL INFORMATION.

This Company receives \$34,482.85 per quarter from the government as compensation for the transportation of U. S. mails.

The United States Express Company is the only Express Company doing business on this road, the Railroad Company agreeing to furnish transportation over its road to the Express Company for all freight of the character described, which may be offered by the Express Company at either terminus of the road, or at any intermediate station on the line thereof; and also for the messengers and safes of the Express Company, receiving therefor a compensation based upon the routes and weights named, making together a specified minimum; the Express Company to indemnify the Railroad Company against all damages by reason of personal injury to its (the Express Company's) messengers.

Cars of the "Blue Line," the "Midland Line," and others, are run on this road, but without exclusive privileges or preference.

The sleeping cars of Pullman's Palace Car Company are run on this line, their ordinary charge being \$2.00 per berth. Dining cars and chair cars, the property of the Chicago and Alton Railroad Company, are run on this road, the latter without extra charge. On the former the usual charge is 75 cents per meal.

No freight cars or freight transportation companies doing business on this road are allowed any preference in speed or order of transportation.

This Company has no running arrangements with other Railroad Companies, except with the Pittsburg, Fort Wayne and Chicago Railroad Co., for use of the joint tracks owned by that Company and this Company lying between VanBuren St. and a point south of 16th St., in the city of Chicago. The Chicago, Pekin and Southwestern Railroad Co., now the Chicago, St. Louis and Western Railroad Co., uses the tracks of this Company between Coal City and Joliet, for which it pays track service.

This Company has pooling arrangements with the following Companies: Chicago, Burlington and Quincy Railroad; Illinois Central Railroad; Wabash, St. Louis and Pacific Railway; Indiana, Illinois and Iowa Railroad; Toledo, Peoria and Warsaw Railroad; Indiana, Bloomington and Western Railway; Lake Erie and Western Railway; Ohio and Mississippi Railway, and Jacksonville Southeastern Railway. Such contracts operate at common points reached by the roads of the several Companies.

The provisions of the several contracts are intended to secure and maintain uniform and reasonable rates at points where such rates cannot be maintained without the cooperation of two or more Railway Companies, and unless such rates are maintained, it is impossible to at all times avoid what is held under the laws of Illinois to be unjust discrimination in rates at different stations.

The rates at competing points where pooling contracts are in force are substantially the same for like kinds and quantities of freight as the rates at stations where there is no competition and no pooling agreement in force, rates being based on Commissioners' Tariff.

Through freight is freight passing over the line of this Railroad between terminal stations.

Local freight is freight passing over the line of this Railroad between other than terminal stations.

This Company has one machine shop in Illinois, located at Bloomington, employing 788 men.

All repairs of locomotives and cars for entire road are done at Bloomington. New cars and locomotives are also built there to replace those worn out or destroyed.

Necessary work is done there for all parts of main and leased lines in both Illinois and Missouri. Charges are not divided as between main or leased lines or branches.

Illinois coal and coke carried for the year ending June 30, 1886, amounted to 1,209,431 tons.

STATEMENT OF ACCIDENTS.

KILLED AND INJURED DURING THE YEAR.

| Description. | Whole line. | | In Illinois. | |
|-----------------|-------------|----------|--------------|----------|
| | Killed. | Injured. | Killed. | Injured. |
| Passengers..... | 2 | 1 | 1 | 1 |
| Employees..... | 17 | 45 | 9 | 32 |
| Others..... | 25 | 24 | 23 | 19 |
| Total..... | 44 | 70 | 33 | 51 |

| No. | Name of person. | Occupation. | Cause of accident. | Date of accident. | Character of injury. |
|-----|------------------|-----------------|---|-------------------|---------------------------------|
| 1 | James Gatewood | Dining car cook | Boarding cars in motion..... | July 3, 1885 | Fingers cut off and bruised. |
| 2 | Chas. Fast | Tramp | Jumping from moving cars..... | 16 " | Foot crushed. |
| 3 | W. M. Cahill | Tramp | Collision of hand cars..... | 19 " | Killed. |
| 4 | Samuel Clark | Laborer | Boiler exploded..... | 15 " | Collar bone broken and bruised. |
| 5 | Geo. House | Engineer | Crossing track in front of train | 21 " | Killed. |
| 6 | William Downey | Laborer | Fell from moving train..... | 20 " | " |
| 7 | Morris McCarty | Tramp | Boarding cars..... | Aug. 5 " | " |
| 8 | Jas. A. Smith | Brakeman | Getting off cars..... | 26 " | Leg crushed. |
| 9 | Albert Anon | Tramp | Playing about cars in motion..... | 19 " | Killed. |
| 10 | W. P. Carlton | Brakeman | Drunk, walking on track..... | 7 " | Leg broken. |
| 11 | Pat Cashion | Trespasser | Climbing on moving car..... | 28 " | Killed. |
| 12 | Chas. Anderson | Boy | Boarding moving cars..... | 30 " | " |
| 13 | Jno. Deinin | Tramp | Jumping from moving train..... | 5 " | " |
| 14 | Jno. McVickar | Tramp | Struck by train..... | 9 " | Leg broken. |
| 15 | R. E. Manning | Boy trespasser | Hit by train..... | 15 " | Concussion of brain. |
| 16 | Chas. Meyers | Tramp | Fell from moving train..... | 23 " | Foot crushed. |
| 17 | Jno. Ogan | Brakeman | Boarding moving train..... | 31 " | Killed. |
| 18 | Jas. Carmody | Laborer | Driving across track; struck by train at crossing | 17 " | Toes mashed. |
| 19 | Roscy Slinkey | Trespasser | Run over..... | 17 " | Cut and bruised. |
| 20 | A. Brennan | Tramp | Fell from moving car..... | 9 " | Foot crushed. |
| 21 | Pat Vaughn | Laborer | Playing about cars..... | 30 " | Leg broken. |
| 22 | Jos. Wilhelm | Brakeman | Boarding moving train..... | 29 " | Hand mashed. |
| 23 | Chas. H. Wharton | Sectionman | Boarding moving train..... | | |
| 24 | M. Borer | Switchman | Boarding moving train..... | | |
| 25 | M. Horan | Boy | Boarding moving train..... | | |
| 26 | Wm. Hart | Boy | Boarding moving train..... | | |

Statement of Accidents—Continued.

| No. | Name of person. | Occupation. | Cause of accident. | Date of accident. | Character of injury. |
|-----|-------------------|------------------|---|-------------------|----------------------------------|
| 25 | Matthew Fay. | Switchman. | Coupling cars. | Nov. 1, 1885. | Hand mashed. |
| 26 | Pat Walsh. | Tramp. (Drunk.) | Fell from cars. | " 14 " | Killed. |
| 27 | Frank McHenry. | Boy. | Playing about cars. | " 16 " | " " |
| 28 | Jas. Ambler. | Tramp. (Drunk.) | Boarding moving cars. | " 16 " | Leg cut off. |
| 29 | Thos. Barlow. | Brakeman. | Sleeping under cars. | " 23 " | Head cut and otherwise injured. |
| 30 | C. J. Hawley. | Brakeman. | Struck by over head bridge. | " 23 " | Hand cut and bruised. |
| 31 | Jas. King. | Brakeman. | Coupling cars. | " 30 " | Thumb and finger mashed. |
| 32 | Jas. Marquette. | Brakeman. | Playing around cars. | Oct. 8 " | Leg broken. |
| 33 | Charles Bricker. | Boy. | Standing between cars when moved. | Nov. 27 " | Killed. |
| 34 | John Angel. | Fireman. | Coupling cars. | Dec. 8 " | Thumb mashed. |
| 35 | Pat. Needham. | Fireman. | Stepped on track in front of train. | " 10 " | Killed. |
| 36 | Chas. Larson. | Trampasser. | Hand car run off track at switch. | " 10 " | Back injured. |
| 37 | Jas. Hunt. | Laborer. | Fell from train. | Sept. 3 " | Killed. |
| 38 | Wm. Ryan. | Brakeman. | Coupling cars. | Dec. 13 " | Killed. |
| 39 | Chas. B. Maguire. | Switchman. | Uncoupling cars. | Nov. 23 " | Hand mashed. |
| 40 | Wm. A. Cooney. | Brakeman. | Coupling cars. | Dec. 23 " | Killed. |
| 41 | E. Krieszk. | Trampasser. | Struck by switching train at crossing. | " 17 " | Hand mashed. |
| 42 | Wigger Kamp. | Policeman. | Crossing track in front of train. | " 26 " | Killed. |
| 43 | Anthony Quinn. | Policeman. | Boarding moving train. | " 17 " | Leg cut off. |
| 44 | John Lamb. | Switchman. | Boarding moving engine. | " 31 " | Foot cut off. |
| 45 | Pat. Kelly. | Laborer. | Crossing track in front of train. | Jan. 5, 1886. | Killed. |
| 46 | Chas. Collins. | Switchman. | Coupling cars. | " 1 " | Finger mashed. |
| 47 | Larry Labov. | Laborer. | Jumped from moving train. | " 11 " | Arm broken. |
| 48 | J. W. Curtis. | Brakeman. | Fell from train. | " 12 " | Hand fractured, cut and bruised. |
| 49 | J. J. Hennessy. | Tramp. | Walking on track. | " 20 " | Broken leg. |
| 50 | J. T. Sullivan. | Brakeman. | Coupling cars. | " 20 " | Fingers mashed. |
| 51 | Pat. Kelly. | Tramp. | Struck by train. | " 28 " | Arm broken. |
| 52 | J. Doolin. | Laborer. | Walking on track, struck by hand car. | Mar. 4 " | Killed. |
| 53 | Jas. Gallagher. | Car Inspector. | Squeezed between cars. | Mar. 10 " | Leg broken. |
| 54 | John Rempe. | Section foreman. | Boarding moving engine. | Feb. 18 " | Killed. |
| 55 | O. H. Coughlin. | Boy. | Boarding moving cars. | " 17 " | Foot crushed, died. |
| 56 | Anton Meyer. | Brakeman. | Fell from car. | Mar. 10 " | Both arms cut off. |
| 57 | Albert Fields. | Switchman. | Coupling engine to freight car. | " 29 " | Hand lacerated. |
| 58 | John Clark. | Boy. | Boarding cars in motion. | " 18 " | Killed. |
| 59 | A. Malzman. | Trampasser. | Coupling cars. | " 18 " | Leg broken. |
| 60 | C. Sanbury. | Trampasser. | Got on track in front of engine. | " 16 " | Finger mashed. |
| 61 | E. B. French. | Trampasser. | Boarding cars, stealing ride. | " 27 " | Killed. |
| 62 | M. Cavanaugh. | Boy. | Jumped from train. | Apr. 1 " | Leg cut off. |
| 63 | Thos. Piastawing. | Tramp. | Were stealing a ride, train broke and was de- | " 15 " | " " |
| 64 | Thos. Henry. | " | railed, car of lumber falling on tramps. | " 26 " | Killed. |
| 65 | Harry Penhard. | " | " | May 21 " | " |
| 66 | John Wolff. | " | " | " | " |
| 67 | L. G. Gammon. | " | " | " | " |

IN MISSOURI.

| No. | Name of person. | Occupation. | Cause of accident. | Date of accident. | Character of injury. |
|---------------------|----------------------|-------------|--|-------------------|--|
| 72 J. Rubin | Laborer | | Climbing between cars. | May 13, 1886 | Foot crushed. |
| 73 Chas. Pietz | Yard master | | Working in car which was struck by another. | Apr. 8 | Leg lamed. |
| 74 J. E. Berry | Jumped from train | | Jumped from train | Mar. 23 | Shoulder bone broken |
| 75 Wm. Clyde | Pullman porter | | Boarding moving cars | May 17 | Shoulder bone broken |
| 76 Jas. Schelham | Trespasser | | Stepped in front of train | May 17 | Fatally injured |
| 77 Henry May | Switchman | | Coupling cars | " 20 | Killed |
| 78 Thos. Tramor | Trespasser | | Boarding moving car to steal ride | " 23 | Thumb and finger mashed. |
| 79 Pat. McGilgan | Defunctive passenger | | Playing on car platform and fell under wheels. | " 21 | Foot crushed. |
| 80 J. McGilgan | Laborer | | Unloading freight | June 10 | Killed |
| 81 Jacob Nangle | Tramp (boy) | | Stealing ride, fell from train | June 11 | Body and hips injured |
| 82 D. Gibson | Tramp | | Got on track in front of engine | Apr. 28 | Arm crushed |
| 83 John Reardon | Boy | | Climbing on moving cars | May 23 | Broken leg |
| 84 John George | Boy | | Climbing on moving cars | June 11 | Leg broken |
| 1 Carrie Jones | Child (2 years) | | Sitting on track | July 12, 1885 | Killed |
| 2 G. W. Henderson | Brakeman | | Uncoupling cars | " 20 | " |
| 3 M. Donahue | Trespasser | | Walking on track | " 21 | " |
| 4 P. Richardson | " | | Crossing track | " 21 | Right arm crushed and right leg broken. |
| 5 J. H. Patton | Brakeman | | Fell from train | " 20 | Killed |
| 6 A. Watts | Boy | | Between cars on track | " 20 | Two toes mashed. |
| 7 John George | Laborer (employee) | | Fell from car | Aug. 3 | Killed |
| 8 John Dougherty | Section man | | Uncoupling rails | " 27 | Foot crushed. |
| 9 E. J. Mortimer | Brakeman | | Coupling cars | Sept. 7 | Killed |
| 10 Geo. Chamberlain | Farmer | | Stealing ride, jumped from train | " 10 | Killed |
| 11 Wm. Ferris | Brakeman | | Fell from car | " 14 | Left leg broken. |
| 12 A. Statts | Laborer | | Removing hand car from car | " 8 | Arm and collar bone broken. |
| 13 Oscar Alcorn | Switchman | | Coupling cars | " 23 | Ruptured |
| 14 John Wheeler | Laborer | | Loading cars | Oct. 11 | Arm and foot crushed |
| 15 John Chester | Switchman | | Coupling cars | " 3 | Shoulder blade fractured. |
| 16 Henry Eubanks | Passenger | | Fell from depot platform | " 10 | Back & head bruised, finger mashed |
| 17 Wm. Ellis | Laborer | | Unloading on track | " 14 | Leg broken |
| 18 Jas. Hanna | Trespasser | | Walking on track | Nov. 3 | Killed |
| 19 P. Donnelly | Passing fireman | | Collision | " 1 | " |
| 20 P. Murphy | Section foreman | | Fell from hand car | " 12 | Left arm and jaw bone broken, ribs broken. |
| 21 P. Hoxan | Tramp | | Boarding cars | Dec. 22 | Fatally injured, died |
| 22 A. C. Whitman | Brakeman | | Coupling | " 28 | Thumb amputated |
| 23 Alfred Ray | " | | Struck by overhead bridge | Jan. 2, 1886 | Killed |
| 24 Pat. Garvin | Section hand | | Struck while switching cars | Feb. 12 | Right foot amputated |
| 25 Horace Pool | Boy | | Boarding cars | Feb. 12 | Left leg amputated |
| 26 P. Cosgrove | Section hand | | Walking on track | Mar. 8 | Leg broken. |

Statement of Accidents—Continued.

| No. | Name of person. | Occupation. | Cause of accident. | Date of accident. | Character of injury. |
|-----|-----------------|--------------------|---|-------------------|-----------------------------------|
| 27 | Thos. Huston | Switchman | Switching cars. | Apr. 11, 1886. | Killed. |
| 28 | J. C. Whitman | Brakeman | Cars derailed. | 13 " | " |
| 29 | Dick Smith | Laborer | Coupling cars. | 14 " | Finger amputated. |
| 30 | John Syria | Laborer (non emp.) | Boarding cars. | May 22 " | Right foot amputated. |
| 31 | P. Mundi | Fireman | Jumped from engine when cars were derailed. | 23 " | Killed. |
| 32 | Mike Friel | Bridge watchman. | Sleeping on track. | June 5 " | Head and face cut, brain injured. |
| 33 | Frank Mc-Dermot | Stranger. | Stealing ride, fell from train. | 10 " | Killed. |

CHICAGO AND ATLANTIC RAILWAY.

ORGANIZATION AND CONSTRUCTION.

Chicago and Atlantic Railway Co. owned and operated by the Chicago and Atlantic Railway Co., by authority of charter.

Original charter and name of Company, Chicago, Continental and Baltimore Railway Company; organized under the laws of Indiana by filing articles of association with the Secretary of State, December 8, 1871.

Name changed to that of Chicago and Atlantic Railway Company February 13, 1873. Baltimore, Pittsburg and Continental Railroad Company organized under the laws of Ohio by filing certificate of incorporation with the Secretary of State, November 28, 1871. The above companies were consolidated, under the laws of Indiana and Ohio, July 15, 1873, and articles of consolidation were filed in the office of Secretary of State for each of the above States, August 6, 1873: name of consolidated company, Chicago and Atlantic Railway Company.

Completed and turned over to the Chicago and Atlantic Railway Company by the contractors, February 1, 1883: Marion, Ohio, to Hammond, Ind.,—249.1 miles.

Opened, Chicago to Huntington, Ind., April 2, 1883,—142.2 miles.

Opened, Huntington, Ind., to Marion, Ohio, May 1, 1883,—126.4 miles.

Opened for through business June 17, 1883.

Leased of the C. & W. I. R. R., Hammond, or State line, to Chicago, 18.2 miles, lease of November 1, 1880. Supplemental lease of September 1, 1882, and March 31, 1883.

Rental, \$14,216.67 per month.

Through trains Chicago to New York City *via* C. & A. R'y, N. Y., P. & O. R'y, and N. Y., L., E. & W. R. R., as per certain agreements bearing date November 1, 1880, May 26 and June 25, 1881.

OFFICERS.

| | |
|--|------------------|
| President, James H. Benedict, 58 Williams street..... | New York City. |
| Vice-President, Thos. B. Musgran..... | New York City. |
| General Solicitor, W. O. Johnson, 14th and Clark streets..... | Chicago, Ill. |
| Secretary, E. B. Guthrie, 14th and Clark streets..... | Chicago, Ill. |
| Treasurer, E. E. Willis, 14th and Clark streets..... | Chicago, Ill. |
| Auditor, J. D. Kerslaw, 14th and Clark streets..... | Chicago, Ill. |
| General Manager, Frederick Broughton, 14th and Clark streets..... | Chicago, Ill. |
| Superintendent, J. H. Parsons..... | Huntington, Ind. |
| Engineer, C. Lerings, 14th and Clark streets..... | Chicago, Ill. |
| General Freight Agent, A. J. Cram..... | Chicago, Ill. |
| General Passenger Agent, J. W. Snow, 14th and Clark streets..... | Chicago, Ill. |
| General Ticket Agent, J. W. Snow, 14th and Clark streets..... | Chicago, Ill. |
| Purchasing Agent, Frederick Broughton, 14th and Clark streets..... | Chicago, Ill. |
| General Baggage Agent, J. W. Snow, 14th and Clark Streets..... | Chicago, Ill. |
| Master Mechanic, Jacob Johann..... | Huntington, Ind. |
| General Road Master, James Marshall..... | Huntington, Ind. |

General office at 14th and Clark streets, Chicago, Ill.

Date of annual election: first Thursday in September of each year.

DIRECTORS.

| | |
|-------------------------|-------------------|
| H. J. Jewett..... | New York City. |
| Thos. B. Musgran..... | New York City. |
| James H. Benedict..... | New York City. |
| Chas. L. Atterbury..... | New York City. |
| Samuel B. Smith..... | New York City. |
| A. L. Hopkins..... | New York City. |
| C. C. Waite..... | Cincinnati, Ohio. |
| Thos. Espy..... | Kenton, Ohio. |
| Geo. J. Bippus..... | Huntington, Ind. |

CAPITAL STOCK.

| | |
|---|-----------------|
| Amount of common stock..... | \$10,000,000 00 |
| Number of stockholders in Illinois..... | 3 |
| Number elsewhere..... | 843 |
| Amount of stock held in Illinois..... | \$26,500 00 |
| Number of shares held in Illinois..... | 265 |

FUNDED DEBT IN DETAIL.

The funded debt consists of \$6,500,000 of first mortgage bonds, dated May 1, 1880, due November 1, 1920, and bearing 6 per cent. interest, payable May and November.

Average bonded debt per mile for 248.5 miles, \$26,156.94.

UNFUNDED DEBT IN DETAIL.

| On what account. | Amount. |
|----------------------------|----------------|
| Interest unpaid..... | \$30,510 00 |
| Vouchers and accounts..... | 510,969 90 |
| Notes due, unpaid..... | 1,744,000 60 |
| Other liabilities..... | 184,394 60 |
| Total..... | \$2,469,875 10 |

TOTAL LIABILITIES.

COMMON STOCK—FUNDED AND UNFUNDED DEBT.

| Stocks and Bonds. | Total. |
|--|-----------------|
| Common stock charged on books, \$9,428,500..... | \$10,000,000 00 |
| Bonded debt, \$6,500,000; interest, \$1,255,000..... | 7,755,000 00 |
| Floating debt..... | 2,469,875 10 |
| Aggregate..... | \$20,204,875 10 |
| Average per mile for 248.5 miles..... | 71,368 21 |

LENGTH OF TRACK.

| Main Line. | Whole Line, Miles. | Main Line and Branches, Miles. |
|--|--------------------|--------------------------------|
| From Marion, Ohio, to Indiana and Illinois State line..... | 248 5 | 248 5 |
| Main line and branches..... | 248 5 | |

RAILS AND TIES.

| | |
|----------------------------------|-------------|
| Steel— | |
| On road..... | 296.1 miles |
| Average weight per yard..... | 60 pounds |
| Ties— | |
| Average number per mile..... | 2,640 |
| Number laid during the year..... | 34,269 |

FENCING.

| | Whole line. | |
|----------------------|---------------------|------------------|
| | Length in miles. | Cost per rod. |
| Post and board | 32.0 | \$1 40 |
| Wire..... | 450.5 | 80 |
| Total..... | 482.5 | |

STATIONS.

| | |
|-----------------------------|----|
| Number out of Illinois..... | 47 |
| Total on whole line..... | 47 |

EQUIPMENT.

| Description. | Whole line. | Total. |
|---|-------------|--------|
| Locomotives— | | |
| Passenger..... | 15 | 15 |
| Freight..... | 48 | 48 |
| Passenger equipment— | | |
| Coaches, 18; emigrant, 11..... | 29 | 41 |
| Officers' cars..... | 2 | |
| Express cars, baggage cars and mail cars..... | 10 | |
| Freight equipment— | | |
| Box cars..... | 1,193 | 2,307 |
| Stock cars..... | 150 | |
| Cabooses..... | 31 | |
| Flat cars..... | 473 | |
| Coal cars..... | 478 | |
| Other cars..... | 2 | |
| Total number cars of all classes..... | | 2,348 |

Platform and coupler used: Miller.

Brake used: Westinghouse.

AVERAGE LIFE OF LOCOMOTIVES, CARS, RAILS, TIES, BRIDGES, ETC.

| Equipment and Superstructure. | Average life in years. |
|-------------------------------|------------------------|
| Locomotives— | |
| Passenger..... | 15 |
| Freight..... | 12 |
| Cars— | |
| Passenger..... | 15 |
| Baggage..... | 14 |
| Box..... | 12 |
| Stock..... | 12 |
| Coal..... | 10 |
| Flat..... | 10 |
| Rails— | |
| Steel..... | 15 |
| Ties— | |
| Oak..... | 7 |
| Hemlock..... | 4 |
| Cedar..... | 4 |
| Bridges— | |
| Iron—permanent..... | |
| Trestles..... | 12 |
| Piling..... | 12 |
| Telegraph poles— | |
| Cedar..... | 8 |
| Fence posts..... | 8 |

EMPLOYEES.

NUMBER, CHARACTER OF SERVICE, AND ANNUAL SALARIES OF EMPLOYEES.

| Average No. employed. | Officers and Employés. | Average yearly salary. | Aggregate yearly salary. |
|-----------------------|--|------------------------|--------------------------|
| 8 | General officers..... | \$3,750 00 | \$30,000 00 |
| 1 | Assistant superintendent..... | 3,000 00 | 3,000 00 |
| 1 | Civil engineer..... | 1,800 00 | 1,800 00 |
| 1 | Master mechanic..... | 3,000 00 | 3,000 00 |
| 3 | Road masters..... | 1,300 00 | 3,900 00 |
| 89 | Clerks..... | 708 00 | 63,012 00 |
| 51 | Machinists..... | 632 00 | 32,589 00 |
| 9 | Passenger conductors..... | 1,176 00 | 10,584 00 |
| 42 | Freight conductors..... | 810 00 | 33,280 00 |
| 11 | Passenger engineers..... | 1,110 00 | 20,160 00 |
| 39 | Freight engineers..... | 981 00 | 38,376 00 |
| 56 | Firemen..... | 591 00 | 33,261 00 |
| 23 | Wipers and hostlers..... | 471 00 | 10,902 00 |
| 7 | Baggagemen..... | 600 00 | 4,200 00 |
| 70 | Brakemen..... | 661 00 | 32,180 00 |
| 23 | Station agents, not telegraph operators..... | 876 00 | 20,148 00 |
| 37 | Station agents also telegraph operators..... | 537 00 | 19,869 00 |
| 38 | Telegraph operators, not station agents..... | 528 00 | 20,064 00 |
| 27 | Carpenters..... | 720 00 | 19,440 00 |
| 50 | Section foremen..... | 552 00 | 26,600 00 |
| 175 | Sectionmen..... | 324 00 | 56,700 00 |
| 78 | Laborers..... | 396 00 | 30,888 00 |
| 1 | Flagman..... | 360 00 | 360 00 |
| 30 | Switchmen and watchmen..... | 636 00 | 19,080 00 |
| 18 | Bridge tenders and pumpers..... | 468 00 | 8,424 00 |
| 116 | Other employes..... | 396 00 | 45,936 00 |
| 1,007 | Total..... | \$26,542 00 | \$390,056 00 |

Of these employes, 211 are employed in Illinois, and their aggregate annual salary is \$113,593.00.

TRAFFIC.

PASSENGERS AND FREIGHT CARRIED.

| | Whole line. | In Illinois. |
|---|-----------------------|--------------|
| Through passengers | 66,731 $\frac{1}{2}$ | 4,671 |
| Local passengers | 155,149 $\frac{1}{2}$ | 10,860 |
| Total passengers carried..... | 221,881 | 15,531 |
| Number of passengers carried one mile..... | 22,191,781 | |
| Average number cars in passenger train..... | 4 | |
| Average number of miles traveled by each passenger..... | 100 | |
| Average receipts per passenger per mile..... | .01 610 | |
| Average cost per passenger per mile..... | .01 617 | |
| Through freight, in tons | 637,145 | 41,600 |
| Local freight, in tons | 318,189 | 22,273 |
| Total tons freight carried..... | 955,334 | 66,873 |
| Average tons of freight carried one mile..... | 212,168,914 | |
| Average number of cars in freight train..... | 28 | |
| Average number tons of freight per train..... | 261 | |
| Average number tons of freight per car..... | 94 | |
| Average receipt per ton freight per mile..... | .00 423 | |
| Proportion freight carried in Illinois..... | 7 per cent. | |

FREIGHT CLASSIFIED.

| | Whole line. Tons. | In Illinois. Tons. |
|--|----------------------|-----------------------|
| Corn..... | 82,629 | 5,784 |
| Wheat..... | 27,627 | 1,933 |
| Rye, oats and barley | 127,801 | 8,946 |
| Flour..... | 27,666 | 1,937 |
| Provisions..... | 27,383 | 2,057 |
| Salt..... | 1,413 | 99 |
| Wagons and other manufactured articles | 135,238 | 9,467 |
| Lumber..... | 76,008 | 5,321 |
| Horses, mules and cattle..... | 33,095 | 2,317 |
| Hogs and sheep..... | 9,881 | 692 |
| Iron, lead, and other mineral products | 29,601 | 2,072 |
| Stone, brick, sand, lime, clay, cement and stucco..... | 23,628 | 1,654 |
| Coal..... | 213,076 | 14,915 |
| Merchandise..... | 24,092 | 1,686 |
| Other articles..... | 72,490 | 5,674 |
| Petroleum..... | 36,655 | 2,524 |
| Whisky..... | 372 | 26 |
| Miscellaneous | 5,279 | 370 |
| Total tons | 955,334 | 66,874 |

MILEAGE.

TRAIN MILEAGE.

| Trains. | Whole line. | In Illinois. |
|--|-------------|--------------|
| Passenger..... | 581,364 | 40,695 |
| Freight..... | 799,855 | 55,990 |
| Construction..... | 18,965 | 1,328 |
| Switching: Passenger trains, 8,468 miles; freight trains, 335,958 miles..... | 344,426 | 21,109 |
| Total train mileage..... | 1,744,610 | 122,122 |

CAR MILEAGE.

| Cars. | Whole line. In Illinois | |
|--------------------------------|-------------------------|-----------|
| Passenger, mail, baggage..... | 2,797,619 | 195,833 |
| Freight..... | 22,266,622 | 1,558,622 |
| Total car mileage..... | 25,063,641 | 1,754,455 |
| Empty freight car mileage..... | 5,252,192 | 367,633 |

PASSENGER MILEAGE AND FREIGHT TONNAGE.

| Passenger Mileage. | Whole line In Illinois. | | Freight tonnage. | Whole line In Illinois. | |
|-----------------------|-------------------------|-----------|-----------------------|-------------------------|------------|
| Through..... | 17,956,783 | 1,256,975 | Through..... | 171,941,493 | 12,635,965 |
| Local..... | 4,234,998 | 296,450 | Local..... | 40,227,421 | 2,815,919 |
| Total pass. mileage.. | 22,191,781 | 1,553,425 | Total freight tonnage | 212,168,914 | 14,851,824 |

INCOME.

MONTHLY TRANSPORTATION EARNINGS—WHOLE LINE.

| Months. | From pas- senger department. | From freight department. | Total. |
|--------------------|------------------------------------|--------------------------------|----------------|
| 1885, July..... | \$27,131 03 | \$52,064 11 | \$79,195 14 |
| " August..... | 39,959 22 | 59,796 06 | 99,755 28 |
| " September..... | 36,221 43 | 73,573 77 | 109,795 20 |
| " October..... | 30,798 29 | 83,713 41 | 114,511 70 |
| " November..... | 25,222 62 | 80,439 19 | 105,661 81 |
| " December..... | 26,393 62 | 93,073 73 | 119,467 35 |
| 1886, January..... | 21,557 40 | 72,575 52 | 97,132 92 |
| " February..... | 23,218 48 | 75,957 59 | 99,176 07 |
| " March..... | 33,087 23 | 85,833 63 | 118,920 86 |
| " April..... | 36,211 04 | 76,919 97 | 113,131 01 |
| " May..... | 35,622 16 | 65,283 51 | 100,905 67 |
| " June..... | 34,544 35 | 77,458 05 | 112,002 40 |
| Total..... | \$363,966 87 | \$896,688 54 | \$1,260,655 41 |

IN ILLINOIS.

| Months. | From pas- senger department. | From freight department. | Total. |
|--------------------|------------------------------------|--------------------------------|-------------|
| 1885, July..... | \$1,899 17 | \$3,644 49 | \$5,543 66 |
| .. August | 2,167 15 | 4,185 72 | 6,352 87 |
| .. September | 2,335 50 | 5,150 16 | 7,485 66 |
| .. October..... | 2,155 88 | 5,859 94 | 8,015 82 |
| .. November..... | 1,765 58 | 5,630 74 | 7,396 33 |
| .. December..... | 1,847 55 | 6,515 16 | 8,362 71 |
| 1886, January..... | 1,719 02 | 5,080 29 | 6,799 30 |
| .. February..... | 1,625 29 | 5,317 03 | 6,942 32 |
| .. March..... | 2,316 11 | 6,008 35 | 8,324 46 |
| .. April..... | 2,534 77 | 5,384 40 | 7,919 17 |
| .. May..... | 2,493 55 | 4,569 85 | 7,063 40 |
| .. June..... | 2,418 10 | 5,422 06 | 7,840 16 |
| Total..... | \$25,477 67 | \$62,768 19 | \$88,245 86 |

INCOME FROM OTHER SOURCES.

| Sources. | Whole line. | In Illinois. |
|---------------------------------|--------------|--------------|
| From rents for use of road..... | \$3,815 25 | \$267 07 |
| Other rents..... | 668 64 | 46 80 |
| Union News Co..... | 720 00 | 50 40 |
| Express..... | 20,255 78 | 1,417 90 |
| Mail..... | 13,892 22 | 972 46 |
| Milk..... | 953 15 | 66 72 |
| Wabash haulage..... | 84,471 00 | 5,912 97 |
| Total..... | \$124,776 04 | \$8,734 32 |

TOTAL INCOME FROM ALL SOURCES.

| Sources. | Whole line. | In Illinois. |
|------------------------------------|----------------|--------------|
| From passenger department..... | \$299,068 02 | ..... |
| From freight department..... | \$96,688 54 | \$90,702 96 |
| From other sources..... | 89,674 89 | 6,277 24 |
| Total income from all sources..... | \$1,385,431 45 | \$96,980 20 |

DEDUCTIONS MADE FROM TRANSPORTATION EARNINGS.

| Average earnings. | Whole line. | In Illinois. |
|---|------------------|------------------|
| Average passenger department earnings per mile..... | \$1,483 53 | \$103 85 |
| train mile..... | 69 | 05 |
| Average freight department earnings per mile..... | 3,333 41 | 233 34 |
| train mile..... | 1 12 | 08 |
| Average gross transportation earnings per mile..... | 5,150 30 | 360 52 |
| train mile..... | 1 00 | 07 |
| Average net transportation earnings per mile..... | 1,369 81 | 95 89 |
| train mile..... | 26 | 02 |
| The ratio of passenger to freight earnings was..... | As 100 is to 226 | As 100 is to 226 |

OPERATING EXPENSES AND TAXES.

| Items of Operating Expenses. | Whole line. | In Illinois. |
|---|----------------|--------------|
| Salaries general officers and clerks..... | \$103,129 00 | \$7,219 03 |
| Law expenses..... | 8,846 34 | 619 24 |
| Insurance..... | 3,958 39 | 277 09 |
| Stationery and printing..... | 8,409 55 | 561 37 |
| Outside agencies and advertising..... | 53,347 85 | 3,734 34 |
| Contingencies..... | 3,631 79 | 254 23 |
| Repairs or renewals—bridges (including culverts and cattle-guards)..... | 3,423 65 | 239 66 |
| Repairs or renewals—buildings..... | 6,180 04 | 432 60 |
| Repairs or renewals—fences, road crossings or signs..... | 1,608 04 | 112 56 |
| Renewals of rails..... | 318 47 | 24 39 |
| Renewals of ties..... | 13,707 83 | 959 55 |
| Repairs of roadway and track..... | 90,950 13 | 6,366 51 |
| Repairs of locomotives..... | 53,549 65 | 3,748 47 |
| Fuel for locomotives..... | 114,496 41 | 8,014 75 |
| Water supply..... | 14,214 21 | 994 99 |
| Oil and waste..... | 5,454 46 | 381 81 |
| Locomotive service..... | 113,698 99 | 7,958 93 |
| Repairs of passenger cars..... | 19,748 34 | 1,382 38 |
| Passenger train service..... | 27,484 37 | 1,923 91 |
| Passenger train supplies..... | 7,097 86 | 496 85 |
| Mileage of passenger cars (debit balance)..... | 29,478 46 | 2,063 49 |
| Repairs of freight cars..... | 46,161 60 | 3,251 31 |
| Freight train service..... | 96,396 65 | 6,747 77 |
| Freight train supplies..... | 5,382 50 | 376 78 |
| Mileage of freight cars (debit balance)..... | 17,468 48 | 1,232 79 |
| Telegraph expenses (maintenance and operating)..... | 34,593 76 | 2,421 56 |
| Damage and loss of freight and baggage..... | 1,677 76 | 117 44 |
| Damage to property and cattle..... | 1,378 12 | 96 46 |
| Personal injury..... | 7,560 50 | 529 24 |
| Agents and station service..... | 72,945 73 | 5,106 20 |
| Station supplies..... | 8,422 07 | 589 54 |
| C. & W. I. R. R. working expenses..... | 42,592 08 | 2,981 45 |
| Total operating expenses..... | \$1,016,953 08 | \$71,186 69 |
| Taxes..... | 91,311 11 | 6,391 80 |
| Total operating expenses and taxes..... | \$1,108,264 52 | \$77,598 59 |

Average operating expenses (less taxes) per mile, \$3,780.49.

Average operating expenses (less taxes) per train mile, 73.62c.

Proportion of operating expenses (less taxes) to earnings, 73.40 per cent.

EXPENSES IN ADDITION TO OPERATING EXPENSES AND TAXES.

| Paid for— | Whole line. | In Illinois. |
|--------------------------------|-------------|--------------|
| Additional equipment— | | |
| Cars, passenger..... | \$625 00 | \$43 75 |
| Cars, freight..... | 72,032 13 | 5,042 24 |
| | \$72,657 13 | \$5,086 99 |
| Additional real estate..... | 265 55 | |
| Additional buildings | | |
| Stations, passenger..... | \$83 09 | \$5 82 |
| Stations, freight..... | 83 08 | 5 81 |
| Machine shops..... | 153 74 | 10 76 |
| Engine houses..... | 2,030 93 | 142 17 |
| | 2,350 81 | 164 56 |
| Cross ties..... | \$1,519 04 | \$108 43 |
| Grading..... | 22 10 | 1 57 |
| Rails, iron..... | 130 65 | 9 15 |
| Rails, steel..... | 2,003 30 | 140 23 |
| Right of way..... | 150 00 | 10 50 |
| Spikes..... | 173 90 | 12 17 |
| Switches..... | 718 54 | 59 30 |
| Joints..... | 363 92 | 25 17 |
| Frogs..... | 102 48 | 7 17 |
| Labor—laying track..... | 645 98 | 45 22 |
| | 5,860 21 | 410 21 |
| | \$8,133 73 | \$5,679 36 |
| Less credits..... | 75 00 | 5 25 |
| Total additional expenses..... | \$81,058 73 | \$5,674 11 |

GENERAL EXHIBIT.

NET INCOME, DIVIDENDS, BALANCES.

| | |
|--|----------------|
| Total income..... | \$1,385,431 45 |
| Operating expenses, less taxes..... | 1,016,953 08 |
| Excess of income over operating expenses..... | \$368,478 37 |
| Less taxes..... | 91,311 44 |
| Excess of income over operating expenses and taxes..... | \$277,166 93 |
| Interest equipment trust bonds due January 1, 1884, cars not being delivered as per contract, and not allowed..... | 3,780 00 |
| Interest on funded debt..... | \$390,000 00 |
| Interest on unfunded debt..... | 29,673 15 |
| Rentals..... | 170,241 51 |
| Expenses relating to application for receiver..... | 5,946 41 |
| | 595,861 07 |
| Deficit..... | \$314,914 14 |
| Balance for the year (loss)..... | \$314,914 14 |
| Balance (loss) last year..... | 1,099,968 61 |
| Balance (loss)..... | \$1,414,882 75 |
| Balance (loss) carried forward to next year..... | \$1,414,882 75 |

CHARGES AND CREDITS TO PROPERTY DURING THE YEAR.

| DR. | | CR. | |
|-----------------------------|-------------|------------------------------------|---------|
| Construction and equipment— | | Property sold or reduced in value— | |
| Cars, passengers..... | \$625 00 | Incidentals..... | \$75 00 |
| Cars, freight..... | 72,032 13 | | |
| Station passengers..... | 83 09 | | |
| freight..... | 83 08 | | |
| Machine shops..... | 153 74 | | |
| Engine houses..... | 2,030 93 | | |
| Cross ties..... | 1,549 04 | | |
| Grading..... | 22 40 | | |
| Rails, iron..... | 130 65 | | |
| Rails, steel..... | 2,003 30 | | |
| Spikes..... | 173 90 | | |
| Switches..... | 718 54 | | |
| Joints..... | 363 92 | | |
| Frogs..... | 102 48 | | |
| Labor laying track..... | 645 98 | | |
| Other charges— | | | |
| Real estate..... | 265 55 | | |
| Right of way..... | 150 00 | | |
| Total charges..... | \$81,133 73 | | |
| Total credits..... | 75 00 | | |
| Net additions..... | \$81,058 73 | Total credits..... | \$75 00 |

GENERAL BALANCE SHEET.

| Assets. | | Liabilities. | |
|---------------------------------------|-----------------|-----------------------------------|-----------------|
| Construction account..... | \$16,129,404 29 | Capital stock..... | \$9,428,500 00 |
| Equipment account..... | 1,567,037 80 | Funded debt..... | 7,735,000 00 |
| <i>Other investments, as follows:</i> | | <i>Unfunded debt, as follows:</i> | |
| Capital stock C. and W. I. R. R..... | 127,500 00 | Interest unpaid..... | 30,510 00 |
| Capital stock Belt Ry..... | 49,000 00 | Notes payable..... | 1,744,000 60 |
| Belt Ry. charged loan account..... | 5,000 00 | Vouchers and accounts..... | 435,809 07 |
| C. and W. I. R. R. loan account..... | 1,457 97 | Other liabilities..... | 318,565 10 |
| <i>Cash items as follows:</i> | | | |
| Cash..... | 17,299 05 | | |
| Due from agents and companies..... | 296,254 91 | | |
| <i>Cash assets, as follows:</i> | | | |
| General tax account..... | 5,455 12 | | |
| Materials and supplies..... | 53,620 91 | | |
| Sinking fund..... | 34,471 97 | | |
| Debit balance..... | 1,414,882 75 | | |
| Total assets..... | \$19,692,384 77 | Total liabilities..... | \$19,692,384 77 |

LOCAL EXHIBIT OF ILLINOIS BUSINESS.

INCOME, EXPENSES, BALANCES, ETC.

The books of the Company are not kept in such a manner that an exhibit of Illinois business can be made other than on a percent. of mileage basis, Chicago being the only station in the State, all freight from and to that point would be in or out of the State. As the report is based all through on a percentage of the entire business it would be unfair to count the tonnage to and from Chicago for an exhibit of Illinois business.

ADDITIONAL INFORMATION.

This road has a contract with the United States Government for the transportation of mails, the mails to be paid for according to weight.

The United States Express Company is the only express company doing business on this road.

The Great Western Despatch Company does business on this road, this Company contributing their quota of cars to the line.

The Pullman Palace Car Company's sleeping and dining cars are operated over this railway. The charges made for sleeping accommodation and refreshments belong wholly to the owners of the cars, and this Company is in no way interested in such receipts.

Through freight is freight from Marion, Ohio to Chicago, Illinois, or the full distance of the road 269 miles. All other freight is *local*.

This Company has shops located at Huntington, Ind.

STATEMENT OF ACCIDENTS.

KILLED AND INJURED DURING THE YEAR.

| No. | Name of Person. | Occupation. | Cause of Accident. | Date of Accident. | Character of Injury. | In Illinois. | |
|--------------|-------------------|---------------------|--|-------------------|------------------------------------|--------------|----------|
| | | | | | | Killed. | Injured. |
| 1 | J. McCaffry | Expressman | Crossing track ahead of engine | July 4, 1885 | Killed. | | |
| 2 | E. M. Spicer | Night yardmaster | Caught while coupling | " 22 " | Finger mashed. | | |
| 3 | Pat. Byrrels | Tallyman | " | Sept. 17 " | Arm bruised | 1 | 21 |
| 4 | Lewis Rolden | " | Climbing between cars | " 9 " | Foot bruised | 2 | 8 |
| 5 | Robt. Winchester | Not known | Falling from moving car | Oct. 23 " | Collar bone broken | | 15 |
| 6 | Henry McCauley | Switchman | Walking on track in front of engine | " 31 " | Killed. | | |
| 7 | Matt Hardy | Night car inspector | Walking too close to track | " 4 " | Slight bruise | | |
| 8 | Wm. Wells | Laborer | Fell between cars | Nov. 6 " | Four ribs broken and badly bruised | | |
| 9 | Unknown man | Switchman | Lying on track | " 11 " | Killed. | | |
| 10 | Leslie Thompson | Unknown | Car overturning | " 13 " | Scalp wound | | |
| 11 | Jas. Eckenwood | Engineer | Derailed engine | " 13 " | Bruised on forehead, neck and | | |
| 12 | Miss M. B. Jolley | Unknown | Car overturning | " 13 " | Bruised on shoulder | | |
| 13 | C. H. Williams | Baggage-master | " | " 13 " | Hip badly bruised | | |
| 14 | Thomas McGee | Switchman | Caught while coupling | " 30 " | Two fingers and thumb crushed | | |
| 15 | Unknown female | " | Fell through bridge | Dec. 2 " | Not injured | | |
| 16 | Owen McCloskey | " | Attempting to cross track ahead of moving cars | " 15 " | Foot and ten fingers crushed | | |
| 17 | Edw. Standruger | " | Not known | 6, 1886 | Right arm cut off and head bruised | | |
| 18 | Daniel O'Grady | Switchman | Caught while coupling | " 22 " | Thumb crushed | 3 | 15 |
| Total | | | | | | | |
| Passengers | | | | | | | |
| Employees | | | | | | | |
| Others | | | | | | | |
| Description. | | | | | | | |

CHICAGO, BURLINGTON AND QUINCY RAILROAD.

ORGANIZATION AND CONSTRUCTION.

The Chicago, Burlington and Quincy Railroad, with its branches, is made up of several short lines consolidated, each with separate charters, as follows, to-wit:

The Chicago and Aurora Railroad Company was chartered June 22, 1852; charter amended July 26, 1853, February 28, 1854 and February 16, 1865.

The Central Military Tract Railroad Company was chartered February 15, 1851; charter amended June 19, 1852, February 11, 1853 and February 14, 1865.

The above named railroads were consolidated July 9, 1856, and formed the Chicago, Burlington and Quincy Railroad.

The Northern Cross Railroad Company was chartered April 13, 1849; charter amended February 1, 1851, February 15, 1851, June 11, 1852 and February 10, 1857. The road was sold under foreclosure of its first mortgage, and bought by the Chicago, Burlington and Quincy Railroad Company. Records burned, hence dates cannot be given.

The Peoria and Oquawka Railroad Company was chartered February 12, 1849; charter amended February 10, 1851, June 22, 1852, February 8, 1853 and February 12, 1861. Was sold by decree of the United States Court (records burned, hence no dates can be given) to individuals, and purchased under an enabling act by the Chicago, Burlington and Quincy Railroad Company.

The Chicago, Burlington and Quincy Railroad Company operates under lease other lines as shown in the list of branches given hereafter.

RUNNING ARRANGEMENTS.

The Wabash, St. Louis and Pacific Company's trains run into Quincy from Camp Point over the Chicago, Burlington and Quincy Railroad Company's track—distance, twenty-one and one-half miles.

The same road runs trains into Burlington from Iowa Junction over the Chicago, Burlington and Quincy track, a distance of nine and one-fourth miles. The Chicago, Burlington and Quincy Railroad uses the Chicago and Iowa Railroad track from West Aurora to Geneva switch at 25 cents per car. The Chicago, Burlington and Quincy Railroad Company rents track and grounds from the Union Pacific Railroad Company at Council Bluffs for transfer of freight and stock and use of stock yards. Have an arrangement with the Kansas City, St. Joseph and Council Bluffs Railroad Company for use of track from Pacific Junction to Council Bluffs, 16.33 miles; and from Hamburg to East Nebraska City, 10.57 miles; in all 26.9 miles of road. The Company pays the Kansas City, St. Joseph and Council Bluffs as rental, a sum equivalent to the interest on one-half the value at ten per cent. per annum, and one-half of the expenses of maintaining roadway, buildings, etc., including taxes. This Company owes and operates the St. Charles Air Line from Canal Street, Chicago, to Weldon station, in connection with the Chicago and Northwestern Railroad, the Illinois Central Railroad and the Michigan Central Railroad.

The Chicago, Burlington and Quincy rents from the Pennsylvania Company the use of passenger depot and terminals at Chicago at agreed rentals.

OFFICERS.

| | |
|---|-----------------|
| President, C. E. Perkins | Burlington, Ia. |
| First Vice-President, T. J. Potter | Chicago, Ill. |
| Second Vice-President, J. C. Pearsley | Chicago, Ill. |
| General Solicitor, Wirt Dexter | Chicago, Ill. |
| Secretary, T. S. Howland | Boston, Mass. |
| Treasurer, J. C. Pearsley | Chicago, Ill. |
| Auditor, John L. Lathrop | Chicago, Ill. |
| Comptroller, meeting, W. J. Ladd | Boston, Mass. |

| | |
|---|-----------------|
| General Manager, Hy. B. Stone..... | Chicago, Ill. |
| General Superintendent, J. D. Besler..... | Galesburg, Ill. |
| Superintendent Illinois Lines, C. F. Resseguie..... | Galesburg, Ill. |
| Superintendent Iowa Lines, W. F. Merrill..... | Burlington, Ia. |
| Chief Engineer, Geo. C. Smith..... | Chicago, Ill. |
| General Freight Agent, E. P. Ripley..... | Chicago, Ill. |
| General Passenger and Ticket Agent P. Lowell..... | Chicago, Ill. |
| Purchasing Agent, Wm. Irving..... | Chicago, Ill. |
| Superintendent of Telegraph, J. F. Morgan..... | Chicago, Ill. |
| Acting General Baggage Agent, E. A. Sadd..... | Chicago, Ill. |
| Master Mechanic, G. W. Rhodes..... | Aurora, Ill. |

General office at Chicago, Ill., corner Adams and Franklin streets.

Date of annual election, third Wednesday in May.

DIRECTORS.

| | |
|----------------------------|-----------------|
| Jno. M. Forbes..... | Boston, Mass. |
| Sidney Bartlett..... | Boston, Mass. |
| Chas. J. Paine..... | Boston, Mass. |
| Jno. L. Gardner..... | Boston, Mass. |
| F. W. Hunnewell..... | Boston, Mass. |
| Edward Bangs..... | Boston, Mass. |
| T. Jefferson Coolidge..... | Boston, Mass. |
| Peter Geddes..... | New York City. |
| Jno. N. A. Griswold..... | New York City. |
| Wirt Dexter..... | Chicago, Ill. |
| Chas. E. Perkins..... | Burlington, Ia. |

CAPITAL STOCK.

Amount of common stock.....\$76,386,025 00

Number of stockholders in Illinois—Constantly changing, being about 10,000 June 30, 1886.

NOTE.—Nearly all of the books and papers relative to the early history and accounts of the Company were destroyed in the fire of October 9, 1871, so that in many of the questions propounded under this head cannot be answered.

FUNDED DEBT IN DETAIL.

| Name of bond. | When issued. | When due. | Rate per cent. | Interest. | | Amount of bonds. |
|---|---------------|---------------|----------------|----------------|--------------|------------------|
| | | | | | When payable | |
| C., B. & Q. trust mortgage..... | Oct. 1, 1864 | Oct. 1, 1890 | 7 | Apr. & Oct. 1 | | \$653,000 00 |
| .. plain 7s..... | Jan. 1, 1872 | Jan. 1, 1896 | 7 | Jan. & July 1 | | 547,500 00 |
| .. consol. mortgage..... | July 1, 1873 | July 1, 1903 | 4 | .. .. |  | 13,986,000 00 |
| .. 2d mortgage..... | July 1, 1860 | July 1, 1890 | 4 | .. .. |  | 446,000 00 |
| .. 5s of 1895..... | June 1, 1875 | June 1, 1895 | 5 | June & Dec. 1 | | 378,000 00 |
| .. 5s of 1901..... | Oct. 1, 1876 | Oct. 1, 1901 | 5 | Apr. & Oct. 1 | | 2,325,000 00 |
| .. 5s, Iowa mortgage..... | Oct. 1, 1879 | Oct. 1, 1919 | 5 | .. .. |  | 2,912,000 00 |
| .. 4s, ..... | .. .. | .. .. | 4 | .. .. |  | 9,593,000 00 |
| .. 4s of 1921..... | Sept. 1, 1881 | Sept. 1, 1921 | 4 | Mar. & Sept. 1 | | 4,300,000 00 |
| .. 4s of 1922..... | Feb. 1, 1882 | Feb. 1, 1922 | 4 | Feb. & Aug. 1 | | 7,968,000 00 |
| .. 4s, debenture..... | May 1, 1883 | May 1, 1913 | 5 | May & Nov. 1 | | 9,000,000 00 |
| B. & M. (Ia.) land grant..... | Oct. 1, 1863 | Oct. 1, 1893 | 7 | Apr. & Oct. 1 | | 4,170,550 00 |
| .. convertible..... | July 1, 1870 | July 1, 1889 | 8 | Jan. & July 1 | | 152,500 00 |
| .. .. | July 1, 1869 | July 1, 1894 | 8 | .. .. |  | 72,500 00 |
| B. & M. (Neb.) consol. mortgage..... | July 1, 1878 | July 1, 1918 | 6 | .. .. |  | 11,717,800 00 |
| .. 4s..... | Jan. 1, 1880 | Jan. 1, 1910 | 4 | .. .. |  | 3,347,000 00 |
| Rep. Valley R. R..... | July 1, 1878 | July 1, 1918 | 6 | .. .. |  | 540,000 00 |
| .. .. | July 1, 1879 | July 1, 1919 | 6 | .. .. |  | 1,078,000 00 |
| C., B. & Q. bond scrips (5s of 1913)..... | | | | | | 157 86 |
| Total..... | | | | | | \$79,157,007 86 |
| Average bonded debt per mile, for 4,825.9 miles..... | | | | | | \$15,159 25 |

TOTAL LIABILITIES.

COMMON STOCK AND FUNDED DEBT.

| Stocks and Bonds. | Total. |
|---|------------------|
| Common stock | \$76,386,025 00 |
| Bonded debt | 73,157,007 86 |
| Aggregate | \$149,543,032 86 |
| Average per mile for 4,825.9 miles..... | 30,987 59 |

LENGTH OF TRACK.

| Length of line controlled in all States— | Miles. |
|--|-----------|
| Illinois..... | 1,268,514 |
| Iowa..... | 1,131,726 |
| Missouri..... | 919,006 |
| Nebraska..... | 1,271,869 |
| Kansas..... | 184,940 |
| Colorado..... | 174,890 |
| Total..... | 4,950,945 |

| Main line. | Whole line miles. | Main line and branches, miles. | In Illinois, miles. | Main line and branches, in Illinois. |
|--|-------------------|--------------------------------|---------------------|--------------------------------------|
| MAIN LINE. | | | | |
| Union & Central Depots Chicago, to U. P. Transfer, Council Bluffs, Iowa..... | 503,917 | | 297,320 | |
| From Galesburg to Quincy, Ill..... | 99,731 | | 99,731 | |
| From Galesburg to Peoria, Ill..... | 52,573 | | 52,573 | |
| BRANCHES. | 656,221 | | 359,624 | |
| From Aurora to Turner Junction..... | 12,108 | | 12,108 | |
| From Yates City to Lewiston..... | 30,066 | | 30,066 | |
| From Geneva to Streator..... | 68,144 | | 68,144 | |
| From Shabbona to Sterling..... | 48,150 | | 48,150 | |
| From Sheridan to Paw Paw..... | 19,581 | | 19,581 | |
| From Mendota to Fulton, Ill. and Clinton, Ia..... | 65,378 | | 64,878 | |
| From Buda to Elmwood..... | 44,508 | | 44,508 | |
| From Lewiston to Rushville..... | 32,612 | | 32,612 | |
| From Galva to New Boston..... | 50,587 | | 50,587 | |
| From Keithsburg June. to Keithsburg..... | 6,234 | | 6,234 | |
| From Carthage Junction to Quincy..... | 70,354 | | 70,354 | |
| From Quincy to Louisiana and Hannibal, Mo..... | 49,776 | | 48,262 | |
| Various branches in Iowa..... | 606,897 | | | |
| Total length of branches..... | 1,104,395 | | 495,484 | |
| Main line and branches..... | | 1,760,616 | | 855,108 |
| Double track on main line..... | | 251,975 | | 183,906 |
| Sidings on main line, as above..... | 312,622 | | 181,859 | |
| Sidings on branches..... | 105,787 | 448,409 | 56,221 | 237,080 |
| Aggregate length of all tracks..... | | 2,461,000 | | 1,276,094 |
| New road built during the year in Iowa and Missouri..... | 21,032 | | | |

Proportion of road in Illinois:

47 5% of lines given above.

17 3% of all lines controlled.

Total miles controlled in all States, 4,950,945.

RAILS AND TIES—ILLINOIS.

| | |
|----------------------------------|---------------|
| Iron— | |
| On road..... | 322,040 miles |
| Average weight per yard..... | 52 pounds |
| Steel— | |
| On road..... | 953,954 miles |
| Average weight per yard..... | 62 pounds |
| Re-laid during the year..... | 94,080 miles |
| Ties— | |
| Average number per mile..... | 3,000 |
| Number laid during the year..... | 408,128 |

BRIDGES.

| | | | |
|--|-----|--------|--------------|
| Number of wooden in Illinois..... | 42 | length | 5,115 feet. |
| Number of iron in Illinois..... | 41 | length | 5,903 feet. |
| Number of combination in Illinois..... | 14 | length | 991 feet. |
| Piling and bent..... | 785 | length | 64,204 feet. |
| Total..... | 882 | length | 76,213 feet. |

BUILT DURING THE YEAR IN ILLINOIS.

| | | | |
|-----------------------|----|--------|-------------|
| Number of wooden..... | 6 | length | 168 feet. |
| Number of iron..... | 2 | length | 170 feet. |
| Number of piling..... | 29 | length | 1,819 feet. |
| Total..... | 37 | | 2,157 feet. |

FENCING.

| IN ILLINOIS. | Length in miles. | Cost per rod. |
|----------------------------|---------------------|------------------|
| Post and board..... | 1,101.351 | \$1 00 |
| Wire..... | 395.443 | 75 |
| Combination..... | 65.390 | 90 |
| Hedge..... | 2.750 | |
| Total..... | 1,564.934 | |
| Built during the year..... | 1.931 | |

STATIONS.

| | |
|-----------------------------|-----|
| Number in Illinois..... | 198 |
| Number out of Illinois..... | 152 |
| Total on whole line..... | 350 |

EQUIPMENT.

| Description. | In Illinois. | Total. |
|--|--------------|--------|
| Locomotives— | | |
| Passenger..... | 45 | 82 |
| Freight..... | 200 | 381 |
| Passenger equipment— | | |
| Coaches..... | 104 | 198 |
| Sleepers assigned, belong to P. P. Car Co..... | 8 | 19 |
| Dining cars..... | 4 | 5 |
| Officers' cars..... | 4 | 6 |
| Express and baggage cars..... | 23 | 32 |
| Mail cars..... | 21 | 23 |
| Freight equipment— | | |
| Box cars..... | 7,134 | 12,504 |
| Stock cars..... | 1,156 | 2,248 |
| Caboose..... | 131 | 249 |
| Flat and coal cars..... | 1,714 | 3,476 |
| Other cars..... | 495 | 1,041 |
| Total number cars of all classes..... | 10,630 | 19,518 |

Platform and coupler used, Miller's.

Brake used, Westinghouse.

AVERAGE LIFE OF LOCOMOTIVES, CARS, RAILS, TIES, BRIDGES, ETC.

| Equipment and Superstructure. | Average life in years. |
|-------------------------------|------------------------|
| Locomotives— | |
| Passenger..... | 13 |
| Freight..... | 13 |
| Cars— | |
| Passenger..... | 23 |
| Baggage..... | 18 |
| Box..... | 12 |
| Stock..... | 10 |
| Coal..... | 10 |
| Flat..... | 10 |
| Rails— | |
| Iron..... | 5 |
| Steel..... | 10 |
| Joint fastenings..... | 10 |
| Frogs..... | 5 |
| Ties— | |
| Oak..... | 9 |
| Cedar..... | 4 |
| Bridges | |
| Wooden..... | 9 |
| Iron..... | 20 |
| Combination..... | 12 |
| Trestles..... | 10 |
| Piling..... | 10 |
| Telegraph poles | |
| Cedar..... | 15 |
| Fence posts | |
| Oak..... | 10 |

EMPLOYES.

NUMBER, CHARACTER OF SERVICE, AND ANNUAL SALARIES OF EMPLOYES.

| Average No. em- ployed. | Officers and Em- ployés. | Average yearly salary. | Aggregate yearly salary. |
|-------------------------------|--|------------------------------|--------------------------------|
| 17 | General officers..... | \$2,529 41 | \$42,999 96 |
| 5 | Assistant and Division superintendents..... | 3,660 00 | 18,300 00 |
| 13 | Civil engineers..... | 939 69 | 12,216 00 |
| 4 | Master mechanics..... | 2,749 95 | 10,999 80 |
| 6 | Road masters..... | 1,160 00 | 6,960 00 |
| 509 | Clerks..... | 796 14 | 401,736 48 |
| 764 | Machinists..... | 567 73 | 425,017 44 |
| 146 | Passenger and freight conductors..... | 1,000 36 | 146,252 52 |
| 253 | Passenger and freight engineers..... | 1,128 18 | 285,429 00 |
| 217 | Firemen..... | 651 89 | 161,017 20 |
| 88 | Wipers..... | 392 37 | 34,528 80 |
| 50 | Baggagemen..... | 534 09 | 26,704 56 |
| 257 | Brakemen..... | 652 98 | 167,815 56 |
| 18 | Station agents not telegraph operators..... | 1,045 27 | 18,814 92 |
| 143 | Station agents also telegraph operators..... | 474 67 | 67,878 00 |
| 110 | Telegraph operators not station agents..... | 596 72 | 65,639 52 |
| 390 | Carpenters..... | 607 48 | 236,917 68 |
| 188 | Section foremen..... | 499 86 | 93,974 28 |
| 977 | Sectionmen..... | 347 26 | 339,273 84 |
| 737 | Laborers..... | 392 63 | 289,368 84 |
| 55 | Flagmen..... | 388 69 | 21,378 12 |
| 174 | Switchmen and watchmen..... | 614 27 | 106,882 44 |
| 26 | Bridge tenders and pumpers..... | 448 46 | 11,659 92 |
| 737 | Other employés..... | 581 70 | 428,714 28 |
| 5,956 | Total..... | | \$3,420,536 16 |

Of these employés, all are employed in Illinois, and their aggregate annual salary is \$3,420,536.16.

TRAFFIC.

PASSENGERS AND FREIGHT CARRIED.

| | Whole line. | In Illinois. |
|---|-------------|--------------|
| Total passengers carried..... | 3,964,177 | 2,768,664 |
| Average number cars in passenger train..... | | 5.4 |
| Through freight, in tons..... | 1,814,647 | 1,814,647 |
| Local freight, in tons..... | 3,798,241 | 2,597,474 |
| Total tons freight carried..... | 5,612,888 | 4,412,121 |
| Average number of cars in freight train..... | | 26.6 |
| Average number tons of freight per train..... | | 214.9 |
| Average number tons of freight per car..... | | 8.1 |

FREIGHT CLASSIFIED.

| | Whole line tons. | In Illinois tons. |
|---|---------------------|----------------------|
| Corn..... | 957,118 | 831,276 |
| Wheat..... | 153,126 | 128,330 |
| Rye..... | 22,430 | 21,721 |
| Oats and barley..... | 277,021 | 243,376 |
| Flour..... | 99,177 | 63,564 |
| Provisions..... | 104,491 | 80,652 |
| Salt..... | 81,026 | 80,776 |
| Agricultural implements..... | 49,468 | 42,703 |
| Agriculture products other than above..... | 66,286 | 52,227 |
| Wagons and other manufactured articles..... | 54,667 | 43,250 |
| Lumber..... | 692,325 | 525,919 |
| Other forest products..... | 50,618 | 42,304 |
| Horses and mules..... | 15,006 | 10,872 |
| Cattle..... | 294,310 | 282,438 |
| Hogs and sheep..... | 283,516 | 248,175 |
| Iron, lead and other mineral products..... | 194,649 | 173,942 |
| Stone, brick, sand and clay..... | 94,056 | 72,824 |
| Cement, lime and stucco..... | 56,968 | 53,938 |
| Coal..... | 1,205,702 | 745,662 |
| Coke..... | 26,371 | 26,371 |
| Merchandise..... | 365,487 | 284,227 |
| Other articles..... | 469,070 | 357,574 |
| Total tons..... | 5,612,888 | 4,412,121 |

MILEAGE.

TRAIN MILEAGE.

| Trains. | Whole line. | In Illinois. |
|--------------------------|-------------|--------------|
| Passenger..... | 2,982,462 | 1,643,982 |
| Freight..... | 6,290,848 | 2,846,251 |
| Mixed..... | 228,394 | 136,136 |
| Total train mileage..... | 9,501,704 | 4,626,369 |

CAR MILEAGE.

| Cars. | Whole line. | In Illinois. |
|----------------------------------|-------------|--------------|
| Passenger, mail and baggage..... | 15,693,123 | 9,031,775 |
| Freight..... | 146,129,250 | 78,732,962 |
| Total car mileage..... | 161,822,373 | 87,764,737 |
| Empty freight car mileage..... | 29,561,760 | 16,354,956 |

INCOME.

MONTHLY TRANSPORTATION EARNINGS—(EAST OF MISSOURI RIVER.

| Months. | From passenger department. | From freight department. | Total. |
|---------------------|----------------------------------|--------------------------------|-----------------|
| 1885, July | \$364,388 16 | \$792,559 22 | \$1,156,947 38 |
| " August | 373,627 51 | 1,057,320 83 | 1,430,948 34 |
| " September | 444,353 55 | 1,201,584 58 | 1,645,938 13 |
| " October | 405,685 47 | 1,350,711 63 | 1,756,397 10 |
| " November | 386,674 94 | 1,016,667 66 | 1,403,342 60 |
| " December | 420,078 56 | 1,071,184 57 | 1,491,263 07 |
| 1886, January | 287,385 04 | 612,234 11 | 899,619 15 |
| " February | 277,291 61 | 809,677 64 | 1,086,969 25 |
| " March | 349,182 17 | 1,088,754 90 | 1,437,937 07 |
| " April | 347,590 59 | 787,805 12 | 1,135,395 71 |
| " May | 360,664 19 | 847,787 84 | 1,208,452 03 |
| " June | 348,629 07 | 984,693 75 | 1,333,322 82 |
| Total..... | \$4,365,550 86 | \$11,620,981 79 | \$15,986,532 65 |

IN ILLINOIS.

| Months. | From passenger department. | From freight department. | Total. |
|---------------------|----------------------------------|--------------------------------|----------------|
| 1885, July | \$215,279 28 | \$444,934 65 | \$660,213 93 |
| " August | 216,856 44 | 560,367 25 | 777,223 69 |
| " September | 260,285 08 | 656,760 03 | 917,045 11 |
| " October | 228,686 85 | 748,048 32 | 976,735 17 |
| " November | 237,132 28 | 526,198 20 | 763,330 48 |
| " December | 264,964 81 | 577,886 67 | 842,851 48 |
| 1886, January | 163,690 40 | 328,378 18 | 492,068 58 |
| " February | 156,679 25 | 459,243 87 | 615,923 12 |
| " March | 189,292 78 | 533,174 98 | 722,467 76 |
| " April | 202,463 31 | 398,837 37 | 601,300 68 |
| " May | 219,442 94 | 451,780 00 | 671,222 94 |
| " June | 200,633 36 | 541,552 71 | 742,186 07 |
| Total..... | \$2,555,406 78 | \$6,227,162 23 | \$8,782,569 01 |

TOTAL INCOME FROM ALL SOURCES.

| Sources. | Whole line. | In Illinois. |
|---|-----------------|----------------|
| From passenger and freight departments..... | \$15,986,532 65 | \$8,782,569 01 |
| From other sources..... | — | — |
| Total income from all sources | \$15,986,532 65 | \$8,782,569 01 |

DEDUCTIONS MADE FROM TRANSPORTATION EARNINGS.

| Average Earnings. | Whole line. In Illinois. | |
|---|--------------------------|------------------|
| Average passenger department earnings per mile..... | \$2,479 72 | \$2,988 77 |
| Average passenger department earnings per train mile..... | 1 44 | 1 53 |
| Average freight department earnings per mile..... | 6,600 52 | 7,282 31 |
| Average freight department earnings per train mile..... | 1 79 | 2 11 |
| Average gross transportation earnings per mile..... | 9,080 08 | 10,270 71 |
| Average gross transportation earnings per train mile..... | 1 68 | 1 89 |
| Average net transportation earnings per mile..... | 4,164 57 | 4,974 21 |
| Average net transportation earnings per train mile..... | 77 | 92 |
| The ratio of passenger to freight earnings was..... | As 100 is to 266 | As 100 is to 243 |

OPERATING EXPENSES AND TAXES.

(EAST OF MISSOURI RIVER.)

| Items of Operating Expenses. | Whole line. In Illinois. | |
|---|--------------------------|----------------|
| Salaries general officers and clerks..... | \$582,796 70 | \$315,099 89 |
| Law expenses..... | 82,460 40 | 44,254 27 |
| Insurance..... | 52,675 76 | 27,766 56 |
| Stationery, printing and advertising..... | 97,167 41 | 48,666 08 |
| Outside agencies..... | 122,862 49 | 62,676 35 |
| Miscellaneous expenses..... | 17,495 21 | 9,419 11 |
| Repairs or renewals—bridges (including culverts)..... | 375,001 04 | 157,811 88 |
| Repairs or renewals—buildings..... | 187,821 54 | 95,597 09 |
| Repairs or renewals—fences..... | 61,607 12 | 32,445 61 |
| Renewals of rails..... | 260,873 29 | 159,289 87 |
| Renewals of ties..... | 396,463 70 | 266,158 53 |
| Repairs of roadway and track..... | 926,501 53 | 329,464 62 |
| Repairs of locomotives..... | 690,954 73 | 354,609 71 |
| Fuel for locomotives..... | 799,256 81 | 368,928 16 |
| Water supply..... | 126,955 81 | 45,687 72 |
| Oil and waste..... | 43,368 37 | 23,538 08 |
| Locomotive service..... | 879,000 11 | 495,076 72 |
| Repairs of cars..... | 812,616 86 | 470,612 62 |
| Repairs docks and levees..... | 1,527 30 | 1,527 30 |
| Mileage of all cars (credit balance)..... | 124,551 07 | 67,735 82 |
| Train service..... | 636,909 87 | 311,226 43 |
| Train supplies..... | 206,720 15 | 141,528 86 |
| Telegraph expenses (maintenance and operating)..... | 185,227 27 | 81,774 55 |
| Damage and loss of freight..... | 23,534 56 | 12,659 74 |
| Damage to property and cattle, and personal injury..... | 100,278 68 | 29,075 10 |
| Agents and station service..... | 883,371 83 | 592,203 85 |
| Station supplies..... | 185,699 89 | 118,048 50 |
| Total operating expenses..... | \$8,654,327 36 | \$4,528,081 32 |
| Taxes..... | 420,921 50 | 282,815 62 |
| Total operating expenses and taxes..... | \$9,075,251 86 | \$4,810,896 94 |

Average operating expenses (less taxes) per mile, \$5,295.11.

Average operating expenses (less taxes) per train mile, 39 cents.

Proportion of operating expenses (less taxes) to earnings, 52 per cent.

EXPENSES IN ADDITION TO OPERATING EXPENSES AND TAXES.

| Paid for— | Whole line. | | In Illinois. | |
|---|--------------|-----------------|--------------|--------------|
| Additional equipment | \$751,804 00 | | | |
| Additional real estate | 29,414 11 | | \$17,178 49 | |
| Additional buildings | 23,878 51 | | \$7,402 23 | |
| Additional side tracks | 43,375 56 | | 29,263 69 | |
| Extension of road | 97,311 15 | | 5,475 22 | |
| New 2d and 3d tracks | 272,240 78 | | 120,911 47 | |
| New bridges | 72,974 65 | | 6,602 52 | |
| New telegraph | 355 16 | | | |
| New fences | 5,687 44 | | | |
| Raising grades | 1,754 65 | | 1,754 65 | |
| Changing channels | 5,340 28 | | 5,340 28 | |
| Changing lines | 22,801 95 | | 22,801 95 | |
| Improving yards | 40,777 65 | | | |
| Engineering and miscellaneous | 61,853 69 | | 31,281 48 | |
| | | \$1,429,569 58 | | \$213,655 00 |
| Leased lines— | | | | |
| Chicago & Iowa | \$1,636 60 | | \$1,636 60 | |
| C., R. I. & P. | 4,674 41 | | | |
| C., M. & St. P. | 420 00 | | 420 00 | |
| C. & A. | 5,374 60 | | 5,374 60 | |
| C. & N. W. | 20,004 35 | | 20,004 35 | |
| B. & M., in Nebraska | 2,730 00 | | | |
| H. & St. J. | 526 60 | | | |
| K. C., St. J. & C. B. | 29,635 55 | | | |
| Pennsylvania Co. | 3,166 63 | | 3,166 63 | |
| O., A. & W. L. | 42,000 00 | | 42,000 00 | |
| Rent of grounds, Peoria | 1,300 00 | | 1,300 00 | |
| “ “ Des Moines | 850 00 | | | |
| “ “ Chicago | 2,000 00 | | 2,000 00 | |
| | | 114,318 74 | | 75,902 18 |
| Interest on funded debt | | 4,325,561 50 | | |
| Dividends on common stock (8 per cent.) | | 6,110,652 00 | | |
| Total additional expenses | | \$11,980,101 82 | | |

GENERAL EXHIBIT.

NET INCOME, DIVIDENDS, BALANCES.

| | |
|--|-----------------|
| Total income (east and west of Missouri river) | \$26,179,819 54 |
| Operating expenses, less taxes (east and west of the Missouri river) | 13,534,033 11 |
| Excess of income over operating expenses | \$12,845,786 43 |
| Less taxes (east and west of the Missouri river) | 829,533 87 |
| Excess of income over operating expenses and taxes | \$12,016,452 56 |
| Interest on funded debt | \$4,325,561 50 |
| Rentals | 154,272 98 |
| | 4,479,834 48 |
| Net income | \$7,536,618 08 |
| Dividends declared (2 per cent., quarterly) | 6,110,652 00 |
| Balance for the year | \$1,425,966 08 |
| Balance (profit) last year | 10,396,051 72 |
| Balance (profit) | \$11,822,017 80 |
| Amounts transferred— | |
| To sinking fund | \$646,430 00 |
| To renewal fund | 1,000,000 00 |
| | \$1,646,430 00 |
| Less: Net receipts of land grants | 985,796 25 |
| | 660,633 75 |
| Balance (profit) carried forward to next year | \$11,161,384 05 |

GENERAL BALANCE SHEET

| Assets. | | Liabilities. | |
|---|------------------|----------------------------------|------------------|
| Construction account | \$87,696,475 78 | Capital stock | \$76,386,025 00 |
| Equipment account | 20,123,099 62 | Funded debt | 73,157,007 86 |
| <i>Other investments, as follows:</i> | | Income account and surplus | 19,933,786 45 |
| Branch roads | 36,010,366 56 | | |
| <i>Cash items, as follows:</i> | | | |
| Cash and cash items | 1,809,556 95 | | |
| Accounts and bills receivable and payable, balance | 1,346,487 26 | | |
| <i>Cash assets, as follows:</i> | | | |
| Stock and bonds of connected and leased roads | 11,270,426 72 | | |
| Materials and supplies | 2,615,343 66 | | |
| Sinking funds | 8,605,062 76 | | |
| Total assets | \$169,476,819 31 | Total liabilities | \$169,476,819 31 |

ADDITIONAL INFORMATION.

This road has contracts with the United States Government for the transportation of mails, as follows:

Service twice each way daily, on main line, Sundays excepted. Once each way daily on branches, Sundays excepted.

| | |
|-------------------------------------|--------------|
| Receipts for year in Illinois | \$254,864 85 |
| Receipts for year in Iowa | 233,213 68 |
| Total | \$477,078 53 |

The American Express Company does the usual express business over the main line and branches, paying rates agreed upon from time to time on the various classes of merchandise carried. The Railroad Company furnishes cars at its own expense, and the Express Company is not limited in the kind of business done, being at liberty to take whatever the allotted space in the car will allow. The Express Company loads and unloads express matter, and has charge of it in transit and at stations, assuming all risks and responsibility over it.

No transportation companies run over this road, other than under same rules that govern mileage of all foreign cars running over the line.

The Pullman Palace Sleeping Car Company owns and runs the sleeping cars on the main line and principal branches. The Railroad Company maintains the cars in all respects except as far as they are adapted to sleeping purposes, or pays an agreed rate to the Pullman Palace Car Company for so maintaining them. The Pullman Palace Car Company keeps in order every thing belonging to the sleeping apparatus. The Pullman Palace Car Company makes a charge of \$2 per night for each double berth and collects its own revenue from berths or use of cars. The Railroad Company owns and runs dining and chair cars.

No preference is given to freight cars or freight of transportation companies doing business on this road either in speed or order of transportation.

For statement of running arrangements with other railroad companies see first page of report for this road.

This Company has what are known as pooling arrangements with the following roads: Chicago and Northwestern, Illinois Central, Chicago, Rock Island and Pacific, Rock Island and Peoria, Central Iowa, Chicago, Milwaukee and St. Paul, Toledo, Peoria and Warsaw, Wabash, St. Louis and Pacific, Chicago and Alton.

These contracts operate at Carthage, Quincy, Bushnell, Ottawa, Wyanet, Galva, Rockford, Whitehall, Mendota, Farmington and Monmouth. They also cover traffic between Chicago and other common points and the pool points named above, and are made for the purpose of maintaining reasonable and uniform rates on freight, which have been established by the Board of Railroad Commissioners, and in no case higher.

In some cases, owing to geographical location at pooling points, the rates are a trifle lower than at points where no pooling is in force; but, as a rule, there is little difference.

We denominate as through freight any freight passing between two terminal points, and as local freight, any going to or from intermediate points. These terms are merely relative and general; interpretations vary widely.

This Company has only two machine shops of any importance. One of these is at Aurora and the other at Galesburg. The former employs 916 men; the latter 503.

The ordinary rebuilding and repairing of the Company's rolling stock is done at both places.

The work done at Illinois shops is usually upon rolling stock used in Illinois, but work sometimes has to be done on cars or engines for other parts of the road. Work is charged, when possible, to main line and branches separately, and to the States where the rolling stock or other property belonged.

STATEMENT OF ACCIDENTS.

KILLED AND INJURED DURING THE YEAR.

| Description. | | | Whole line. | | In Illinois. | |
|--------------|---------|----------|-------------|----------|--------------|--|
| | Killed. | Injured. | Killed. | Injured. | | |
| Passengers | 4 | 28 | | | 15 | |
| Employees | 26 | 116 | 14 | | 85 | |
| Others | 53 | 60 | 34 | | 43 | |
| Total | 83 | 234 | 48 | | 143 | |

| No. | Name of person. | Occupation. | Cause of accident. | Date of accident. | Character of injury. |
|-----|---------------------|----------------|-------------------------------|-------------------|--------------------------------|
| 1 | F. Gray | Fireman | Fell against boiler head | July 2, 1885 | Cut gash in head |
| 2 | H. Thompson | Passenger | Jumped off train | " 3 | Back and head injured |
| 3 | E. A. Gaffney | Brakeman | Fell from train into creek | " 3 | Drowned |
| 4 | F. Hogan | Passenger | Jumped off train | " 3 | Head bruised |
| 5 | M. Trex | " | " | " 3 | Wrist broken |
| 6 | H. Trex | " | Knocked off train | " 4 | Badly bruised |
| 7 | P. McArdle | Roundhouse man | Fell off engine | " 4 | Dislocated hip |
| 8 | Unknown | Citizen | Fell from train | " 7 | Killed |
| 9 | E. Decker | " | Found lying under cars | " 9 | " |
| 10 | A. Muschler | Carpenter | Fell off car in shop | " 13 | One rib broken |
| 11 | E. Dumbler | Citizen | Jumped off train | " 14 | Head and shoulder bruised |
| 12 | C. Pugh | Wood sawyer | Hand caught by saw | " 15 | Cut thumb off |
| 13 | G. Johnson | " | " | " 22 | Three fingers off |
| 14 | J. O'Brien | Citizen | Struck by train | " 25 | Ribs and shoulder blade broken |
| 15 | J. Ryan | " | " | " 27 | Killed |
| 16 | T. White | " | Run over by engine | " 30 | " |
| 17 | Baby, 47 months old | " | Run over by engine | " 30 | " |
| 18 | A. Cunniff | Citizen | Struck by switch engine | Aug. 4 | Body bruised |
| 19 | F. Pass | Laborer | Fell between cars | " 7 | Killed |
| 20 | W. Shaw | Boy | Jumping on cars | " 8 | Leg cut off |
| 21 | R. Bonds | Laborer | Crushed by falling gravel | " 10 | Leg broken |
| 22 | Irving, Matt | Brakeman | Struck by engine | " 11 | Collar bone broken |
| 23 | F. Gardner | " | Foot caught between draw bars | " 12 | Toes crushed |
| 24 | W. S. Kirby | Conductor | Coupling cars | " 13 | Finger mangled |
| 25 | McCarthy | Citizen | Attending to go between cars | " 16 | Foot crushed |

| | | | | |
|--------------------|-----------------|------------------------------|---------------|-------------------------------------|
| 36 A. Cass | Fireman | Coupling | Aug. 20, 1885 | Finger smashed |
| 37 J. Hendren | Car-penter | Fell off bridge | 22 | Back injured |
| 38 J. Smith | Citizen | Struck by engine | 24 | Injured internally |
| 39 J. Carr | " | " | 25 | Injured internally and died Dec. 28 |
| 40 J. Hinton | " | Getting off train | 25 | Injured in head |
| 41 H. Walters | " | Struck by train | 30 | Leg broken |
| 42 J. Scheline | " | Walking on track, fell | 31 | Bruised and injured |
| 43 A. C. Aldrich | Brakeman | Getting on way car, fell | 31 | Head cut, wrist broken |
| 44 A. Mattson | Laborer | Struck by train | " | Killed |
| 45 Chas. Jacobson | Car-repairer | Run over by train | Sept. 3 | " |
| 46 A. Vaughl | Citizen | Fell between cars | 3 | " |
| 47 Henry Pearson | Brakeman | Struck by train | 8 | " |
| 48 J. L. McGriffin | Citizen | Jumped off car | 11 | Leg broken |
| 49 E. Tiffany | Brakeman | Found along side of track | 12 | Toes crushed |
| 50 B. McArdo | Brakeman | Coupling | 14 | Finger smashed |
| 51 G. James | Car-penter | Finger caught in machinery | 14 | Finger badly cut |
| 52 W. McKeown | Citizen | Struck by train | 16 | Arm cut off, head cut |
| 53 E. Cavanaugh | " | Jumped off train | 17 | Face cut |
| 54 Louis Felsner | Brakeman | Making coupling | 19 | Leg crushed |
| 55 F. Parker | Citizen | Riding on trucks | 19 | Head bruised |
| 56 Arthur Jones | Car-penter | Hand struck saw | 21 | Killed |
| 57 G. E. Cade | Citizen | Getting on train | 21 | Thumb badly cut |
| 58 J. Phillips | Switchman | Coupling | 21 | Killed |
| 59 F. Kisor | Brakeman | Struck by bridge | 22 | Thumb crushed |
| 60 F. Crawley | Boy | Jumping on cars | 22 | Head and face badly cut |
| 61 W. Knapp | Machinist | Handling boiler head | 22 | Foot crushed |
| 62 A. H. Hing | Brakeman | Missed loading on brake beam | 25 | Finger mashed |
| 63 W. H. Merrick | Brakeman | Coupling | 25 | Leg crushed, died |
| 64 J. Morgan | Passenger | Getting on train | 26 | Squeezed through hips |
| 65 Jas. Elford | Citizen | Coupling | 26 | Foot crushed |
| 66 A. B. Straub | Brakeman | Coupling | 30 | Leg crushed |
| 67 J. Mason | Brakeman | Struck by train | Oct. 8 | Finger pinched |
| 68 J. Kazika | Boy | Jumping on train | " | Kills and jaw broken |
| 69 Unknown | Citizen | Jumped off train | 20 | Bruised |
| 70 T. Harlett | Passenger | Struck by train | 20 | Killed |
| 71 A. A. Sanguist | Citizen | Struck by viaduct | 22 | Head cut |
| 72 R. H. Tallad | Brakeman | Loading lumber | 22 | Thumb smashed |
| 73 S. Motke | Laborer | Fell off hand car | 23 | Hand cut off |
| 74 Roy Strid | Citizen | Struck by train | 24 | Head cut and ankle crushed |
| 75 Peter Tulino | Passenger | Jumped off train | 25 | Thumb smashed |
| 76 Geo. Perrin | Switchman | Coupling | 26 | Two fingers smashed |
| 77 W. O. Raymond | Brakeman | Fell off engine | 27 | Wrist broken |
| 78 A. B. Stroub | Engineer | Loading iron | 28 | Bruised |
| 79 A. L. Peterson | Passenger | Fell off train | 30 | Finger smashed |
| 80 T. Colmond | Laborer | Caught between engines | Nov. 1 | Squeezed through hips |
| 81 D. Enright | Section foreman | Coupling | 8 | Finger crushed |
| 82 J. Seung | Brakeman | Run over by train | " | Foot crushed |
| 83 W. A. Lambert | Citizen | Loading lumber | 11 | Bone in foot fractured |
| 84 J. Oaks | Laborer | " | " | " |
| 85 A. McConley | " | " | " | " |

Statement of Accidents—Continued.

| No. | Name of person. | Occupation. | Cause of accident. | Date of accident. | Character of injury. |
|-----|---------------------|------------------------|---|-------------------|-----------------------------|
| 78 | Mrs. C. Burns | Citizen | Thrown down out of way of engine by switchman | Nov. 13, 1885 | Body bruised |
| 79 | C. Tripplaff | " | Jumping off train | " 14 " | Killed |
| 80 | J. Father | " | Struck by engine | " 15 " | " |
| 81 | W. Torpe | " | Fell from train | " 15 " | Died |
| 82 | E. Smith | Brakeman | Fell between cars | " 17 " | Killed |
| 83 | W. S. Bagley | Boy | Coupling | " 18 " | Arm broken |
| 84 | H. Kunde | Switchman | Struck by train | " 21 " | Killed |
| 85 | W. R. Brown | Brakeman | Coupling | " 26 " | Hand smashed |
| 86 | C. Mulligan | Car inspector | Run over by engine | " 28 " | Killed |
| 87 | F. L. Shelly | Brakeman | Coupling off train | " 30 " | Hand smashed |
| 88 | L. Swansen | Passenger | Getting off train | " 30 " | Leg broken |
| 89 | Frank Johnson | Citizen | Jumping off train | Dec. 3 " | Head bruised |
| 90 | L. Macmillan | Brakeman | Collision | " 4 " | " |
| 91 | Miss L. J. Carmelle | Citizen | Struck by train | " 8 " | Shoulder injured |
| 92 | W. R. Bates | Laborer | Wood fell on foot | " 9 " | Foot smashed |
| 93 | C. McLean | Switchman | Struck by viaduct | " 9 " | Head cut and bruised |
| 94 | M. McGraw | Brakeman | Eye cut with broken glass | " 9 " | Lost sight of eye |
| 95 | L. Zuhrt | Passenger | Collision | " 9 " | Cut his eye |
| 96 | J. Beals | Switchman | Coupling | " 18 " | Thumb off |
| 97 | J. Puschel | Citizen | Getting on engine | " 19 " | Foot crushed |
| 98 | J. F. Harvey | Brakeman | Knocked off car by sign board | " 21 " | Bruised ankle sprained |
| 99 | H. Dassel | Machinist | Hand caught in lathe | " 23 " | Hand badly cut |
| 100 | H. Kyle | Brakeman | Foot caught in bog | " 24 " | Run over and killed |
| 101 | J. Laszner | Section an | Truck by train | " 24 " | Killed |
| 102 | W. Langston | Citizen | Run over by train | " 24 " | Arm mashed |
| 103 | E. Eloy | Brakeman | Coupling, fell under cars | " 25 " | Injured internally |
| 104 | M. O'Hara | Switchman | Struck by engine | " 31 " | Head cut |
| 105 | S. Judd | Driver | Jumped off car | " 31 " | Killed |
| 106 | T. L. Donahue | Brakeman | Knocked off car by viaduct | " 31 " | Finger smashed |
| 107 | O. Tighe | Passenger | Door shut on hand | " 31 " | Killed |
| 108 | J. Carpenter | Citizen | Fell off bridge | Jan. 2, 1886 | " |
| 109 | H. Long | Boy | Fell under train | " 2 " | Eye badly bruised |
| 110 | F. J. Crumstedt | Machinist | Piece of iron struck eye | " 7 " | Thumb badly injured |
| 111 | A. F. Chapman | Carpenter | Circular saw | " 7 " | Arm badly sprained |
| 112 | Geo. Roberts | Painter | Fell from car | " 11 " | Finger smashed |
| 113 | A. M. Deane | Switchman | Coupling | " 13 " | Hip and shoulder bruised |
| 114 | H. DeGard | " | truck by engine | " 28 " | Badly bruised |
| 115 | Geo. Buchner | Pit cleaner | Caught by engine in pit | " 12 " | Killed |
| 116 | J. F. Shepard | Brakeman | Fell from train | " 21 " | Injured testicle |
| 117 | B. H. Pierson | Brakeman | Fell through man hole in engine | " 23 " | Killed |
| 118 | J. W. Filkins | Brakeman | Coupling | " 3 " | Leg broken and back injured |
| 119 | M. McDonald | Switchman | Slipped on ice | " 4 " | Killed |
| 120 | James Kinney | Engr. F. W. & C. R. R. | Fell under engine | " 9 " | " |
| 121 | H. C. Meredith | Weigh master | Run over by cars | " 16 " | Thumb and finger crushed |
| 122 | W. T. Ash | Brakeman | Coupling | " " | " |

| Stockman | Thrown down in car | Feb. | 16, 1886. | Injured internally. |
|----------------------|-----------------------------------|------|-----------|--------------------------------|
| 123 J. L. Pratt | | Feb. | 17 | Injured stomach. |
| 124 P. Ward | Rail fell on finger | " | 19 | Finger broken. |
| 125 Wm. Bonyage | In car with stock | " | 21 | Leg broken. |
| 126 John Gibson | Fell in cattle guard | " | 22 | Wrist broken. |
| 127 D. Brennan | Piece of steel flew in eye. | " | 24 | Put eye out. |
| 128 W. Keel | Struck by train | " | 27 | Bruised. |
| 129 Unknown | Coupling | Mch. | 2 | Thumb mashed. |
| 130 J. Wade | Jumping off train | " | 16 | Head bruised. |
| 131 George F. Niles | Jack slipped. | " | 17 | Two fingers off. |
| 132 Fred Farcher | Fell under train | " | 18 | Both feet cut off. |
| 133 M. Collins | Struck by train | " | 18 | Killed. |
| 134 Unknown | | " | 18 | |
| 135 F. Jay | Car off track | " | 21 | Side bruised. |
| 136 W. D. Barnes | Getting off train, slipped | " | 21 | Knee bruised. |
| 137 Mrs. Mary Owens | Coupling | " | 25 | Hand crushed. |
| 138 S. W. Henshaw | Struck by train | " | 26 | Head bruised. |
| 139 Wm. Dempson | Jumped from train | " | 27 | |
| 140 Mrs. May Moreley | Propped on hand | Apr. | 9 | Fingers bruised. |
| 141 Fred Watts | Coupling | " | 12 | Finger smashed. |
| 142 D. Mack | Struck by hand-car | " | 14 | Arm broken. |
| 143 Warren Newton | Struck by train | " | 14 | Killed. |
| 144 J. McCarty | " | " | 17 | " |
| 145 Mrs. K. Schump | " engine | " | 19 | " |
| 146 J. Hudson | Wheel fell on him | " | 19 | Leg broken. |
| 147 E. Dugale | Jumped from train | " | 20 | Ankle strained. |
| 148 E. J. Parker | Run over by engine | " | 24 | Killed. |
| 149 A. Linnersh | Jumping on engine | " | 26 | " |
| 150 Geo. Thornton | Fell in engine tank | " | 27 | " |
| 151 Louis Gravelle | Fell from smoke arch of engine | " | 28 | Side and back bruised. |
| 152 James Storker | Found on track with head crushed. | " | 29 | Face cut and shoulder bruised. |
| 153 J. Murray | Jumping on train | " | 30 | Killed. |
| 154 Schellfelder | Struck by scaphopore post. | May | 1 | Head badly cut. |
| 155 J. Linder | Struck by train | " | 3 | Killed. |
| 156 J. W. Spomer | Thrown from car | " | 8 | Back sprained, leg cut. |
| 157 Unknown | Struck by train | " | 13 | Killed. |
| 158 Unknown | Coupling | " | 13 | " |
| 159 W. Cunningham | Torpedo exploded | " | 14 | Leg cut. |
| 160 F. M. Dix | Struck by train | " | 19 | Head cut. |
| 161 Chas. Carlson | Fell through sky light | " | 19 | Leg broken, face and hand cut. |
| 162 R. Connelly | Jumping on train | " | 19 | Killed. |
| 163 J. Ward | Struck by hammer | " | 21 | Head cut. |
| 164 Oscar Johnson | Jumping on train | " | 22 | Leg cut off. |
| 165 F. Kunozyusky | Struck by train | " | 23 | Head injured. |
| 166 J. Rosen | Jumping on engine | " | 23 | Toes cut and crushed. |
| 167 Martin Kelsey | Struck by ladder | " | 23 | Killed. |
| 168 J. Sullivan | Fell from ladder | " | 25 | Back and breast injured. |
| 169 J. C. Rhea | Struck by train | " | 26 | Arm crushed. |
| 170 J. Repko | Fell from train | " | 26 | Skull fractured. |
| 171 T. Altringer | Struck by train | " | 28 | Finger crushed. |
| 172 W. L. Arkles | Drill press | " | 29 | Limbed—testicles severed. |
| 173 Gilbert Thomas | Blacksmith | June | 1 | Killed. |
| 174 Marcy Nelson | Struck by engine | " | 1 | " |

Statement of Accidents—Continued.

| No. | Name of person. | Occupation. | Cause of accident. | Date of accident. | Character of injury. |
|-----|-----------------|-------------|----------------------------|-------------------|---------------------------|
| 175 | W. C. Smith | Carpenter | Removing car door. | 2 1886 | Wrist and arm hurt. |
| 176 | C. Barry | Engineer | Hand caught in engine. | 2 " | Two fingers off. |
| 177 | Andrew Beckman | Carpenter | Fell from roof of depot. | 3 " | Injured internally. |
| 178 | J. P. Palmer | Fireman | Jumped from engine. | 3 " | |
| 179 | J. Sander | Citizen | Fell from train. | 5 " | Head cut. |
| 180 | G. Stage | | Horse frightened by train. | 9 " | Collar bone broken. |
| 181 | E. Bayb, N. | Wage-man | Jumping on train. | 9 " | Leg fractured. |
| 182 | Orin Kammor | Citizen | Climbing between cars. | 13 " | Fatally injured. |
| 183 | J. A. Nelson | Fireman | Fell from engine. | 13 " | Spine and groin injured. |
| 184 | Wm. McDaniel | Citizen | Lay upon track drunk. | 20 " | Killed. |
| 185 | A. Smith | Laborer | Unloading safe. | 21 " | Finger smashed. |
| 186 | H. Karlon | Citizen | Jumping on train. | 22 " | Leg crushed. |
| 187 | W. Henry | Conductor | Struck by train. | 23 " | Head cut and leg bruised. |
| 188 | E. Ford | Pay | Coupling. | 24 " | Leg fractured. |
| 189 | C. Beckman | Switchman | Crossing between cars. | 29 " | Finger smashed. |
| 190 | A. Bennett | Laborer | | 30 " | Foot crushed. |
| 191 | A. Buzgin | Citizen | Struck by train. | 30 " | Killed. |

CHICAGO AND EASTERN ILLINOIS RAILROAD.

ORGANIZATION AND CONSTRUCTION.

Organization and construction are the same as last report, except as to running arrangements with Chicago and Western Indiana Railroad Co., and Indiana, Bloomington and Western Railway Co., which vary each year. For the year ending June 30, 1886, the Chicago and Western Indiana Railroad rental was \$108,962.32; Indiana, Bloomington and Western Railway rental was \$3,050.02.

OFFICERS.

| | |
|--|----------------|
| President, Horace H. Stevens | Boston, Mass. |
| Vice-President, George H. Ball | Boston, Mass. |
| General Solicitor, Wm. Armstrong | Chicago, Ill. |
| Secretary and Auditor, H. A. Rubridge | Chicago, Ill. |
| Treasurer, J. C. Calhoun | Chicago, Ill. |
| General Manager, O. S. Lyford | Chicago, Ill. |
| Assistant Superintendent and Superintendent Telegraph, P. W. Drew | Chicago, Ill. |
| Chief Engineer, S. H. Miller | Danville, Ill. |
| General Freight Agent, F. V. Davis | Chicago, Ill. |
| General Passenger and Ticket Agent, William Hill | Chicago, Ill. |
| Assistant to General Manager and Purchasing Agent, D. R. Patterson | Chicago, Ill. |
| Master Mechanic, Allen Cook | Danville, Ill. |
| Road Master, Jas. Sloan | Danville, Ill. |

General office at 123 Dearborn street, Chicago, Ill.

DIRECTORS.

| | |
|---------------------------|-------------------|
| H. H. Stevens | Boston, Mass. |
| George H. Ball | Boston, Mass. |
| Chas. T. Baker | Boston, Mass. |
| J. E. Knapp | New York City. |
| John N. Brockman | New York City. |
| Perceval W. Clement | Rutland, Vt. |
| Stephen M. Crosby | Boston, Mass. |
| E. F. Leonard | Springfield, Ill. |
| J. G. English | Danville, Ill. |

CAPITAL STOCK.

| | |
|--|-------------|
| Amount of common stock | \$3,000,000 |
| Number of stockholders in Illinois | 2 |
| Number elsewhere | 213 |
| Amount of stock held in Illinois | 5,100 |
| Number of shares held in Illinois | 51 |

FUNDED DEBT IN DETAIL.

| Name of bond. | When issued. | When due. | Interest. | | Amount of bonds. | |
|--|---------------|-----------|----------------|--|------------------|----------------|
| | | | Rate per cent. | When payable. | | |
| First mortgage | Sept. 1, 1877 | 1907 | 6 | June & Dec. | \$180,000 00 | \$3,000,000 00 |
| Income mortgage. | Dec. 1, 1877 | 1907 | As declared | by B'd of Directors, not to exceed 7 per cent. per annum | | |
| D. & G. C. R. R. mortgage. | 1880 | 1920 | 6 | May & Nov. | \$12,240 00 | 74,000 00 |
| C. & E. I. R. R. extension. | Dec. 1, 1881 | 1931 | 6 | June & Dec. | 12,030 00 | 158,000 00 |
| Consolidated mortgage. | June 2, 1884 | 1934 | 6 | Oct. & Apr. | 127,920 00 | 193,000 00 |
| Amount of above bonds | | | | \$6,000,000 00 | | |
| Deposited with trustee to retire above other bonds | | | | 3,425,000 00 | | |
| Of above bonds, \$200,000 consolidated mortgage bonds are owned by this Company. | | | | | | 2,575,000 00 |
| Total. | | | | | \$532,190 00 | \$6,000,000 00 |
| Average bonded debt per mile for 138.40 miles | | | | | | \$43,352 00 |

Average bonded debt per mile for 138.40 miles \$43,352 00

UNFUNDED DEBT IN DETAIL.

| On what account. | Amount. |
|--------------------------------------|--------------|
| Interest unpaid..... | \$18,895 50 |
| Dividends unpaid..... | 417 50 |
| Vouchers and accounts (current)..... | 246,967 07 |
| Notes..... | 115,000 00 |
| Other liabilities..... | 30,027 29 |
| Total..... | \$411,307 36 |

TOTAL LIABILITIES.

COMMON STOCK AND FUNDED AND UNFUNDED DEBT.

| Stocks and bonds. | Total. |
|---|----------------|
| Common stock..... | \$3,000,000 00 |
| Bonded debt | 6,000,000 00 |
| Floating debt. | 411,307 36 |
| Aggregate | \$9,411,307 36 |
| Average per mile, for 138.40 miles..... | 68,028 90 |

LENGTH OF TRACK.

| Main Line. | Whole line, Miles. | Main line and branches, Miles. | In Illinois, Miles. | Main line and branches, in Illinois. |
|--|-----------------------|---|------------------------|---|
| From Chicago to Terre Haute..... | | 177.60 | | 129.70 |
| BRANCHES. | | | | |
| From Wellington to Cissna Park, Ill..... | 13.00 | | 13.00 | |
| From Danville Junct. to Coal Creek, Ind..... | 21.80 | | 8.45 | |
| From Danville Junct. to Sidell's, Ill..... | 22.40 | | 22.40 | |
| From Otter Creek Junct. to Brazil, Ind..... | 12.70 | | | |
| Total length of branches..... | | 69.90 | | 43.85 |
| Main line and branches..... | | 247.50 | | 173.55 |
| Sidings on main line..... | 65.11 | | 48.12 | |
| Sidings on branches..... | 13.32 | 78.43 | 7.03 | 55.15 |
| Aggregate length of all tracks. | | 325.93 | | 228.70 |

RAILS AND TIES.

| | | |
|----------------------------------|--|--------------|
| Iron— | | |
| On road..... | | 21.2 miles. |
| Average weight per yard..... | | 56 pounds. |
| Steel— | | |
| On road..... | | 214.5 miles. |
| Average weight per yard..... | | 57 pounds. |
| Re-laid during the year..... | | 52 miles. |
| Ties— | | |
| Average number per mile..... | | 2,992 |
| Number laid during the year..... | | 66,134 |

BRIDGES.

| | | |
|------------------------------------|----------|----------------------|
| Number of wooden in Illinois, | 8..... | length, 1,028 feet. |
| Number of iron in Illinois, | 1..... | length, 307 feet. |
| Number of combination in Illinois, | 1..... | length, 202 feet. |
| Number of piling in Illinois, | 279..... | length, 12,929 feet. |

BUILT DURING THE YEAR IN ILLINOIS.

| | | |
|-------------------|--------|------------------|
| Number of piling, | 1..... | length, 32 feet. |
|-------------------|--------|------------------|

FENCING.

On whole line, post and board, 165.85 miles, cost per rod 92c; wire 226.26 miles, cost per rod 83½c. Total 33,211 miles, cost per rod, 86c. Built during the year 1.29 miles on whole line, in Illinois, .27, cost per rod, 79 3-10.

STATIONS.

| | |
|-----------------------------|----|
| Number in Illinois..... | 46 |
| Number out of Illinois..... | 21 |
| Total on whole line..... | 67 |

EQUIPMENT.

| Description. | Whole line. | Total. |
|--|-------------|--------|
| Locomotives— | | |
| Passenger..... | 16 | |
| Freight..... | 44 | 60 |
| Passenger equipment— | | |
| Coaches..... | 23 | |
| Combination sleeping chair cars..... | 2 | |
| Combination passenger and mail..... | 1 | |
| Combination passenger and baggage..... | 5 | |
| Mail and express cars..... | 2 | |
| Baggage cars..... | 7 | |
| Pay car..... | 1 | 41 |
| Freight equipment— | | |
| Box cars..... | 1,275 | |
| Stock cars..... | 140 | |
| Cabcooses..... | 26 | |
| Flat cars..... | 70 | |
| Coal cars..... | 2,842 | |
| Other cars..... | 8 | 4,361 |
| Total number cars of all classes..... | | 4,402 |

Platform and coupler used, Miller.
Brake used, Westinghouse Automatic.

AVERAGE LIFE OF LOCOMOTIVES, CARS, RAILS, TIES, BRIDGES, ETC.

| Equipment and Superstructure. | Average life, in years. |
|-------------------------------|-------------------------|
| Locomotives— | |
| Passenger..... | 15 |
| Freight..... | 15 |
| Cars— | |
| Passenger..... | 15 |
| Baggage..... | 10 |
| Box..... | 10 |
| Stock..... | 8 |
| Coal..... | 10 |
| Flat..... | 10 |
| Rails— | |
| Iron..... | 5 |
| Steel..... | 8 |
| Joint fastenings..... | 8 |
| Frogs..... | 4 |
| Ties— | |
| Oak..... | 6 |
| Hemlock..... | 3 |
| Bridges | |
| Wooden..... | 8 |
| Iron..... | 20 |
| Combination..... | 15 |
| Trestles..... | 8 |
| Piling..... | 5 |
| Telegraph poles | |
| Cedar..... | 10 |
| Fence posts..... | 10 |

EMPLOYEES.

NUMBER, CHARACTER OF SERVICE, AND ANNUAL SALARIES OF EMPLOYEES.

| Average No. em- ployed. | Officers and Employees. | Average yearly salary. | Aggregate yearly salary. |
|-------------------------------|--|------------------------------|--------------------------------|
| 8 | General officers..... | \$4,462 50 | \$35,700 00 |
| 1 | Assistant Superintendent..... | 2,400 00 | 2,466 64 |
| 1 | Civil engineer..... | 1,800 00 | 1,800 00 |
| 1 | Master mechanic..... | 2,400 00 | 2,400 00 |
| 1 | Road master..... | 2,400 00 | 2,400 00 |
| 71 | Clerks..... | 829 47 | 58,871 51 |
| 48 | Machinists..... | 724 62 | 34,781 84 |
| 9 | Passenger conductors..... | 1,151 28 | 10,361 57 |
| 40 | Freight conductors..... | 865 32 | 34,612 89 |
| 12 | Passenger engineers..... | 1,352 14 | 16,225 76 |
| 48 | Freight engineers..... | 990 21 | 47,329 85 |
| 58 | Firemen..... | 563 65 | 32,691 68 |
| 18 | Wipers..... | 449 44 | 8,089 91 |
| 9 | Baggagemen..... | 563 12 | 5,068 10 |
| 86 | Brakemen..... | 601 00 | 51,685 61 |
| 11 | Station agents not telegraph operators..... | 1,163 00 | 12,792 00 |
| 45 | Station agents also telegraph operators..... | 449 78 | 20,240 20 |
| 28 | Telegraph operators not station agents..... | 532 53 | 14,911 96 |
| 119 | Carpenters..... | 547 45 | 65,146 33 |
| 40 | Section foremen..... | 573 87 | 22,954 91 |
| 208 | Sectionmen..... | 354 98 | 73,835 85 |
| 110 | Laborers..... | 441 95 | 48,614 81 |
| 16 | Flagmen..... | 406 90 | 6,510 42 |
| 9 | Switchmen and watchmen..... | 519 61 | 4,676 50 |
| 12 | Bridge tenders and pumpers..... | 436 18 | 5,234 16 |
| 16 | Other employes..... | 253 43 | 4,054 86 |
| 1,025 | Total..... | | \$623,056 46 |

Of these employes, 872 are employed in Illinois, and their aggregate annual salary is \$530,100.

TRAFFIC.

PASSENGERS AND FREIGHT CARRIED.

| | Whole line. | In Illinois. |
|---|-------------|--------------|
| Through passengers..... | 32,541 | 23,050 |
| Local passengers..... | 1,037,983 | 981,845 |
| Total passengers carried..... | 1,070,524 | 1,004,895 |
| Number of passengers carried one mile..... | 16,629,125 | |
| Average number cars in passenger train..... | 3 | |
| Average number of miles traveled by each passenger..... | 15 | |
| Average receipts per passenger per mile..... | .0130 | |
| Average cost per passenger per mile..... | .0129 | |
| Through freight, in tons..... | 383,641 | 370,548 |
| Local freight, in tons..... | 1,040,167 | 993,617 |
| Total tons of freight carried..... | 1,423,808 | 1,364,165 |
| Average tons of freight carried one mile..... | 183,191,367 | |
| Average number of cars in freight train..... | 39 | |
| Average number tons of freight per train..... | 329 | |
| Average number tons of freight per car..... | 8.1 | |
| Average receipt per ton freight per mile..... | .00710 | |
| Proportion freight carried in Illinois..... | 95.81% | |

FREIGHT CLASSIFIED.

| | Whole line, Tons. | In Illinois, Tons. |
|--|----------------------|-----------------------|
| Corn..... | 92,444 | |
| Wheat..... | 16,194 | |
| Rye..... | 2,009 | |
| Oats and barley..... | 33,080 | |
| Flour..... | 8,895 | |
| Provisions..... | 72,852 | |
| Salt..... | 7,789 | |
| Agr'l implements, furniture, wagons and other manufact'd articles..... | 159,295 | |
| Lumber..... | 174,839 | |
| Other forest products..... | 56,059 | |
| Horses and mules..... | 1,160 | |
| Cattle..... | 20,860 | |
| Hogs and sheep..... | 16,490 | |
| Iron, lead, and other mineral products..... | 1,159 | |
| Stone, brick, sand, lime, clay, cement and stucco..... | 65,188 | |
| Coal..... | 656,037 | |
| Merchandise..... | 11,420 | |
| Other articles..... | 28,038 | |
| Total tons..... | 1,423,808 | 1,364,165 |

MILEAGE.

TRAIN MILEAGE.

| Trains. | Whole line. | In Illinois. |
|---|-------------|--------------|
| Passenger..... | 574,498 | 423,290 |
| Freight..... | 791,725 | 604,878 |
| Construction..... | 64,050 | 49,338 |
| Switching: Freight trains, 343,847 miles..... | 343,847 | 317,611 |
| Total train mileage..... | 1,774,120 | 1,395,117 |

CAR MILEAGE.

| Cars. | Whole line. | In Illinois. |
|----------------------------------|-------------|--------------|
| Passenger, mail and baggage..... | 1,915,796 | 1,412,450 |
| Freight and caboose..... | 20,096,966 | 15,257,616 |
| Total car mileage..... | 22,012,672 | 16,670,066 |
| Empty freight car mileage..... | 6,946,285 | 5,411,052 |

PASSENGER MILEAGE AND FREIGHT TONNAGE.

| Passenger mileage. | Whole line. | In Illinois. | Freight tonnage. | Whole line. | In Illinois. |
|-------------------------|-------------|--------------|-------------------------|-------------|--------------|
| Through..... | 3,895,691 | 2,964,781 | Through..... | 53,598,266 | 40,482,488 |
| Local..... | 12,733,641 | 11,286,392 | Local..... | 129,563,161 | 101,305,511 |
| Total pass. mil'ge..... | 16,629,332 | 14,251,173 | Total fr'ht ton'ge..... | 183,191,367 | 141,787,999 |

INCOME.

MONTHLY TRANSPORTATION EARNINGS—WHOLE LINE.

| Months. | From pas- senger department. | From freight department. | Total. |
|--------------------|------------------------------------|--------------------------------|----------------|
| 1885, July..... | \$30,595 02 | \$83,172 21 | \$113,767 23 |
| " August..... | 34,184 40 | 112,263 40 | 146,447 80 |
| " September..... | 36,180 87 | 138,245 50 | 169,426 37 |
| " October..... | 32,933 97 | 142,432 36 | 175,426 33 |
| " November..... | 30,566 27 | 130,119 19 | 160,685 46 |
| " December..... | 32,319 31 | 131,314 68 | 163,633 99 |
| 1886, January..... | 26,196 54 | 109,295 31 | 135,491 85 |
| " February..... | 24,733 17 | 104,082 52 | 128,875 69 |
| " March..... | 31,333 89 | 111,251 51 | 142,645 40 |
| " April..... | 28,452 86 | 106,674 48 | 135,127 34 |
| " May..... | 28,268 56 | 86,520 48 | 114,789 04 |
| " June..... | 31,552 01 | 101,359 84 | 132,911 85 |
| Total..... | \$367,496 87 | \$1,351,731 48 | \$1,719,228 35 |

IN ILLINOIS.

| Months. | From pas- senger department. | From freight department. | Total. |
|--------------------|------------------------------------|--------------------------------|----------------|
| 1885, July..... | \$24,644 91 | \$64,599 57 | \$89,244 48 |
| " August..... | 27,222 22 | 88,574 47 | 115,796 69 |
| " September..... | 29,014 74 | 105,126 53 | 134,141 27 |
| " October..... | 26,409 26 | 109,597 13 | 136,006 39 |
| " November..... | 24,869 76 | 103,120 83 | 127,990 59 |
| " December..... | 25,340 95 | 103,783 18 | 129,124 13 |
| 1886, January..... | 20,705 57 | 88,116 27 | 108,821 84 |
| " February..... | 19,976 03 | 84,026 07 | 104,002 10 |
| " March..... | 25,219 24 | 89,654 95 | 114,874 19 |
| " April..... | 23,124 51 | 84,877 93 | 108,002 44 |
| " May..... | 23,252 21 | 67,045 19 | 90,297 40 |
| " June..... | 25,449 39 | 80,020 79 | 105,470 18 |
| Total..... | \$295,228 79 | \$1,068,542 91 | \$1,363,771 70 |

INCOME FROM OTHER SOURCES.

| Sources. | Whole line. | In Illinois. |
|--|--------------|--------------|
| For rents for use of road, etc..... | \$4,987 47 | \$4,987 47 |
| For rents of houses and lots owned by company..... | 348 75 | 348 75 |
| For other miscellaneous income..... | 98,823 98 | 89,769 33 |
| Total..... | \$104,160 20 | \$95,105 55 |

TOTAL INCOME FROM ALL SOURCES.

| Sources. | Whole line. | In Illinois. |
|--|----------------|----------------|
| From passenger and freight department..... | \$1,719,228 35 | \$1,363,771 70 |
| From other sources..... | 104,160 20 | 95,105 55 |
| Total income from all sources..... | \$1,823,388 55 | \$1,458,877 25 |

DEDUCTIONS MADE FROM TRANSPORTATION EARNINGS.

| Average earnings. | Whole line. | In Illinois. |
|--|------------------|------------------|
| Average passenger department earnings, per mile..... | \$1,484 83 | \$1,701 11 |
| Average passenger department earnings, per train mile..... | 64 | 70 |
| Average freight department earnings, per mile..... | 5,461 55 | 6,156 97 |
| Average freight department earnings, per train mile..... | 1 70 | 1 77 |
| Average gross transportation earnings, per mile..... | 6,946 38 | 7,858 08 |
| Average gross transportation earnings, per train mile..... | 1 26 | 1 33 |
| Average net transportation earnings, per mile..... | 3,079 16 | 3,501 84 |
| Average net transportation earnings, per train mile..... | 55 | 59 |
| The ratio of passenger to freight earnings was..... | As 100 is to 368 | As 100 is to 362 |

OPERATING EXPENSES AND TAXES.

| Items of Operating Expenses. | Whole line. | In Illinois. |
|---|----------------|--------------|
| Salaries, general officers and clerks..... | \$53,147 44 | \$35,662 00 |
| Law expenses..... | 10,901 25 | 7,228 15 |
| Insurance..... | 5,507 80 | 2,499 84 |
| Stationery and printing..... | 9,058 82 | 6,656 30 |
| Outside agencies and advertising..... | 20,858 07 | 15,917 33 |
| Contingencies..... | 18,430 20 | 13,960 38 |
| Repairs or renewals—bridges (including culverts and cattle-guards)..... | 18,601 71 | 12,880 23 |
| Repairs or renewals—buildings..... | 14,777 01 | 12,976 75 |
| Repairs or renewals—fences, road-crossings or signs..... | 11,647 83 | 8,747 23 |
| Renewals of rails..... | 6,120 94 | 4,464 98 |
| Renewals of ties..... | 17,785 60 | 12,654 14 |
| Repairs of roadway and track..... | 109,716 28 | 76,759 32 |
| Repairs of locomotives..... | 45,209 11 | 35,424 97 |
| Fuel for locomotives..... | 73,028 91 | 57,802 05 |
| Water supply..... | 9,299 50 | 7,174 61 |
| Oil and waste..... | 11,592 54 | 10,441 26 |
| Locomotive service..... | 111,994 90 | 88,722 90 |
| Repairs of passenger cars..... | 15,490 29 | 11,366 60 |
| Passenger train service..... | 25,914 92 | 19,540 76 |
| Passenger train supplies..... | 1,908 82 | 1,545 90 |
| Mileage of passenger cars (debit balance)..... | 6,279 47 | 4,385 19 |
| Repairs of freight cars..... | 65,793 87 | 49,059 99 |
| Freight train service..... | 85,664 14 | 67,810 60 |
| Freight train supplies..... | 890 14 | 725 50 |
| Mileage of freight cars (debit balance)..... | 1,929 90 | 1,929 90 |
| Telegraphic expenses (maintenance and operating)..... | 23,698 31 | 17,762 95 |
| Damage and loss of freight and baggage..... | 1,712 15 | 1,622 15 |
| Damage to property and cattle..... | 761 05 | 504 05 |
| Track service in Chicago..... | 36,932 82 | 36,932 82 |
| Personal injury..... | 5,981 85 | 4,521 71 |
| C. W. I. R. R. joint expenses..... | 49,352 71 | 49,352 71 |
| Agents and station service..... | 85,363 06 | 72,627 18 |
| Rent of general offices..... | 5,195 04 | 3,489 94 |
| Station supplies..... | 3,157 18 | 2,886 30 |
| Total operating expenses..... | \$957,136 51 | \$756,027 72 |
| Taxes..... | 51,120 81 | 45,135 77 |
| Total operating expenses and taxes..... | \$1,011,557 38 | \$801,163 49 |

Average operating expenses (less taxes) per mile, \$3,867 22.
 Average operating expenses (less taxes) per train mile, 79
 Proportion of operating expenses (less taxes) to earnings, 55.50 per cent.

EXPENSES IN ADDITION TO OPERATING EXPENSES AND TAXES.

| Paid for— | Whole line. |
|---|----------------|
| Additional equipment..... | \$304,935 53 |
| Additional real estate and right of way..... | 22,875 00 |
| Additional buildings..... | 16,855 71 |
| Additional side tracks..... | 23,921 02 |
| Additional machinery..... | 2,656 01 |
| Telegraph..... | 4,638 03 |
| Cutting down grades..... | 2,021 82 |
| Culverts..... | 703 67 |
| Fencing..... | 395 60 |
| Leased Lines— | |
| Rental Chicago & Indiana R. R..... | \$108,962 32 |
| " Indiana, Bloomington & W. R'y..... | 3,050 02 |
| " Evansville & Terre Haute R. R..... | 3,000 00 |
| " Evansville, Terre Haute & Chicago R'y..... | 96,500 00 |
| | 211,512 34 |
| Interest— | |
| On funded debt..... | 332,190 00 |
| On unfunded debt..... | 9,091 75 |
| Dividends— | |
| On common stock (2½ per cent.)..... | 75,000 00 |
| Total additional expenses..... | \$1,006,799 48 |

GENERAL EXHIBIT.

NET INCOME, DIVIDENDS, BALANCES.

| | |
|---|----------------|
| Total income..... | \$1,823,388 55 |
| Operating expenses, less taxes..... | 957,136 54 |
| Excess of income over operating expenses..... | \$866,252 01 |
| Less taxes..... | 54,420 84 |
| Excess of income over operating expenses and taxes..... | \$811,831 17 |
| Interest on funded debt..... | \$332,190 00 |
| Interest on unfunded debt..... | 9,091 75 |
| Rentals..... | 211,512 34 |
| | 552,797 09 |
| Net income..... | \$259,034 08 |
| Dividends declared 2½%..... | 75,000 00 |
| Balance for the year..... | \$184,034 08 |
| Balance (profit) last year..... | 331,012 48 |
| Balance (profit)..... | \$515,046 56 |
| Balance (profit) carried forward to next year..... | \$515,046 56 |

CHARGES TO PROPERTY DURING THE YEAR.

Dr.

| | |
|------------------------------------|--------------|
| Construction and equipment— | |
| Additional equipment..... | \$304,935 53 |
| " real estate right of way..... | 22,875 00 |
| " buildings..... | 16,855 71 |
| " side tracks..... | 23,921 02 |
| " machinery..... | 2,656 01 |
| Telegraph..... | 4,638 03 |
| Cutting down grade..... | 2,021 82 |
| Culverts..... | 703 67 |
| Fencing..... | 395 60 |
| Total charges..... | \$379,002 39 |
| Net additions..... | \$379,002 39 |

GENERAL BALANCE SHEET.

| Assets. | | Liabilities. | |
|---|----------------|-----------------------------------|----------------|
| Construction account. | \$7,502,567 73 | Capital stock..... | \$3,000,000 00 |
| Equipment account. | 1,882,675 55 | Funded debt..... | 6,000,000 00 |
| <i>Other investments, as follows:</i> | | <i>Unfunded debt, as follows:</i> | |
| C. & E. I. R. R. Co. bonds, owned by Company. | 200,000 00 | Interest unpaid..... | 18,895 50 |
| Sundry other securities | 35,956 18 | Dividends unpaid..... | 417 50 |
| <i>Cash items, as follows:</i> | | Notes payable..... | 115,000 00 |
| Cash..... | 28,881 17 | Vouchers and accounts. | 246,967 07 |
| Bills receivable..... | 2,528 81 | Other liabilities..... | 30,027 29 |
| Due from agents and com- panies..... | 154,972 86 | Balance..... | 515,046 56 |
| <i>Cash Assets, as follows:</i> | | | |
| Materials and supplies | 66,259 78 | | |
| Sinking fund..... | 52,511 84 | | |
| Total assets | \$9,926,353 92 | Total liabilities | \$9,926,353 92 |

ADDITIONAL INFORMATION.

This Company has contracts with the United States Government for the transportation of mails, as follows:

| | | |
|--|-------------|-----------|
| Between Chicago and Danville..... | \$14,213 55 | per annum |
| “ Covington and Coal Creek..... | 405 69 | “ |
| “ Danville and Terre Haute..... | 6,229 74 | “ |
| “ Danville Junction and Sidell's | 1,015 74 | “ |
| “ Wellington and Cissna Park..... | 551 04 | “ |

The American Express Co. pays a rental of \$75 per day, working days, between Chicago and Terre Haute, and Covington and Coal Creek; and from Danville Junction to Sidell's, 25 cents per hundred pounds.

This Company has contracts for the usual exchange of business with the following lines: Canada Southern Line, Great Eastern Line, Commercial Express Line, Blue Line, Midland Line, and Nickel Plate Line.

The following sleeping or chair cars are run on this road: Woodruff Sleeping and Parlor Car; Pullman's Palace Car; the rate for seats being according to distance. Berths from \$1.50 to \$2.50, according to distance. Combination Sleeping and Chair Cars are owned by this Company; rate for chairs, 50 cents; berths, \$1.00.

No preference is given to the freight cars or freight of transportation companies doing business on this road.

This Company has running arrangements with the following railroad companies: With the Chicago and Western Indiana Railroad Co.; annual rental, \$108,982.32. Indiana, Bloomington and Western Railway Co.; annual rental, \$3,050 02.

This Company has pooling arrangements with the following companies, respecting freight: At Chicago and Junction points in Cook county, with C. I. St. L. & C. Ry Co.; L. N., A. & C. Ry Co., and Illinois Central Railroad Co., and their connections. At Momence, with Indiana, Illinois and Iowa Railroad Co. At Watseka, with Toledo, Peoria and Western Railroad. At Hoopeston, with Lake Erie and Western Railroad. At Alvan, with Havana, Railroad. At Eastern Railroad. At Danville, with L. B. & W. Ry Co. and W., St. L. & P. Ry Co.

These contracts operate at Chicago and Junction points in Cook county; Momence, Watseka, Wellington, Hoopeston, Rossville, Ambia, Ind.; Cheeneysville and East Lynne, Alvan and Danville.

The policy which dictates the pooling arrangements is the maintenance of fair and reasonable rates, and an equitable division of the business with our competitors at the points named.

The freight rates at the pooling points are comparatively the same as at non-pooling points.

The estimated cost for handling all kinds of freight is .00495 per ton per mile.

We denominate as through freight, all freight manifested to or from some point on another railroad; and as local freight, that manifested from stations on this road to others on the same.

This Company has one machine shop in Illinois, located at Danville, employing about 200 men. A few new passenger, freight, mail and baggage cars have been built there. Repairs to all rolling stock are made there, with few exceptions.

The work done at shops at Danville, Ill., is for the whole line of railroad, and no separate accounts are kept for main line and branches.

The gross number of tons of Illinois coal carried for the year ending June 30, 1886, was 145,180.

| | | | | |
|------------------------|------------------------|--|--------------------|------------------------|
| 22 Wm. Estes | Engineer | Jumped from engine | Jan. 8, 1886 | Leg broken |
| 23 Frank Gill | Citizen | Walking on track | Apr. 21 | Slightly injured |
| 24 Henry Ritchie | Bridge carpenter | Stepped in front of train | " 21 | Killed |
| 25 Frank Gardner | Citizen | Standing on track | " 24 | Killed |
| 26 Peter Wren | " | Trying to get on train | " 30 | Foot crushed |
| 27 S. Teague | Brakeman | Fell off car | May 29 | Leg cut off |
| 28 Geo. Burt | Flagman | Stepped on track in front of train | " 31 | Slightly injured |
| 29 A. N. Monroe | Bridge foreman | Struck by chain of pile driver | June 2 | Killed |
| | | | | Face bruised |

CHICAGO AND GRAND TRUNK RAILWAY.

ORGANIZATION AND CONSTRUCTION.

The Chicago and Grand Trunk Railway Company is a corporation formed by the consolidation of certain railways under the laws of Michigan, Indiana and Illinois. Certain of the corporations so consolidated, consisted of railways the original charters for which were acquired under preceding organizations, and the following statement of the course under which the present consolidation was reached contains the dates of the charters, and the dates at which the several sections of railway were opened.

On January 30, 1847, the Port Huron and Lake Michigan Railroad Company was chartered to construct a railroad from Port Huron to some point on Lake Michigan at or near the mouth of Grand River.

February 12, 1855, the Port Huron and Milwaukee Railroad Company was organized to construct a similar railroad, and work commenced, but finally the company amalgamated with the Port Huron and Lake Michigan.

In November, 1865, the Port Huron and Lake Michigan Railroad Company planned the construction of the line from Port Huron to Flint, and that section was opened December, 1871.

The Peninsular Railroad Company was chartered October 3, 1865, for the construction of a railway between Lansing and Battle Creek, and January 3, 1868, the Peninsular Railroad Extension Company, for an extension from Battle Creek to the Indiana State line, which two companies were consolidated into a corporation as the Peninsular Railway Company, February 17, 1868.

The Peninsular Railroad Company of Indiana was chartered for the construction of a railway through Indiana, October 14, 1859. These two companies, with the Peninsular Railroad Company of Illinois, were consolidated May, 1870.—Under the above named charters, the Peninsular Railroad, from Lansing to South Bend, was constructed and opened for traffic in 1872.

In August, 1873, the Port Huron and Lake Michigan Railroad was consolidated with the Peninsular Railway from Lansing to Valparaiso, Indiana, under the name of the Chicago and Lake Huron Railroad, and the section from South Bend to Valparaiso was opened for traffic October, 1873.

In July, 1874, the Chicago and Northwestern Railroad Company was chartered, under the auspices of the before named companies, for the construction of the link line between Flint and Lansing, and by January 1, 1877, work was completed and the line opened.

In June, 1878, the Chicago and State Line Railway Company was incorporated, and under its articles of association purchased the Chicago and Southern Railroad, sold April 24, 1878, under the decree of the Illinois U. S. Circuit Court, and acquired the power to extend the said railroad easterly to the State line between the States of Illinois and Indiana, making a continuous line from the city of Chicago to said State line.

In April, 1879, the Chicago and State Line Extension Railway Company was incorporated, for the construction of a railway from the Indiana State line (Lake county) to Valparaiso.

On August 23, 1879, the Northwestern Grand Trunk Railway, in Michigan, was incorporated, and the railway property from Port Huron to Flint acquired by transfer from the purchasers under a deed of foreclosure and sale by the Master in Chancery.

On January 6, 1880, the Indiana Railway was incorporated, and the railway property from Milton to Valparaiso acquired by transfer from the purchasers under a deed of foreclosure and sale by the Master in Chancery.

On September 3, 1879, the Chicago and State Line Railway Company and the Chicago and State Line Extension Railway Company were consolidated under the name of the Northwestern Grand Trunk Railway (in Illinois and Indiana), and organized with power to complete their railway from Chicago to Valparaiso, which section was opened for traffic February 8, 1880.

On April 7, 1880, the consolidation of the railway companies organized as above stated was consummated, and they are now known as the Chicago and Grand Trunk Railway Company.

OFFICERS.

| | |
|---|-----------------|
| President, Joseph Hickson | Montreal, P. Q. |
| Vice-President, L. J. Seargeant | Montreal, P. Q. |
| Assistant to President, Charles Percy | Montreal, P. Q. |
| General Solicitor, C. W. Meddaugh | Detroit, Mich. |
| Secretary, Charles Percy | Montreal, P. Q. |
| Treasurer, Jas. H. Muir | Detroit, Mich. |
| General Manager, W. J. Spicer | Detroit, Mich. |
| Superintendent, A. B. Atwater | Detroit, Mich. |
| Assistant Superintendent, W. J. Morgan | Battle Creek |
| Engineer, Geo. Masson | Detroit, Mich. |
| Traffic Manager, Geo. B. Reeve | Chicago, Ill. |
| Assistant General Freight Agents, } David Brown | Chicago, Ill. |
| } John Main | Detroit, Mich. |
| General Passenger Agent, W. E. Davis | Chicago, Ill. |
| Purchasing Agent, John S. Lortimer | Detroit, Mich. |
| General Baggage Agent, J. E. Quick | Detroit, Mich. |
| Mechanical Superintendent, H. Roberts | Detroit, Mich. |

General offices at Detroit and Chicago.

Date of annual election, second Wednesday in March.

DIRECTORS.

| | |
|--------------------------|-------------------|
| Joseph Hickson | Montreal, P. Q. |
| L. J. Seargeant | Montreal, P. Q. |
| E. W. Meddaugh | Detroit, Mich. |
| James McMillan | Detroit, Mich. |
| W. S. Shepard | Bath, N. Y. |
| W. C. Beardsley | Auburn, N. Y. |
| F. A. Howe | Chicago, Ill. |
| W. Munro | Chicago, Ill. |
| J. J. Herrick | Chicago, Ill. |
| Jno. McCaffery | Chicago, Ill. |
| J. H. Whitman | Chicago, Ill. |
| A. H. Dolton | Dolton, Ill. |
| De. F. Skimne | Valparaiso, Ind. |
| Thos. S. Stanefild | South Bend, Ind. |
| W. T. Mitchell | Port Huron, Mich. |

CAPITAL STOCK

| | |
|--|-------------|
| Amount of common stock | \$6,000,000 |
| Number of stockholders in Illinois | 6 |
| Number elsewhere | 312 |
| Amount of stock held in Illinois | \$12,000 |
| Number of shares held in Illinois | 120 |

FUNDED DEBT IN DETAIL.

| Name of Bond. | When issued. | When due. | Rate per cent | Interest. | | Amount of bonds. |
|-----------------------|--------------|--------------|---------------|-------------------|--------------------------|------------------|
| | | | | When payable. | Amount paid during year. | |
| First mortgage | 1880 | Jan. 1, 1900 | 6 | Half-yearly | | \$6,000,000 00 |
| Second mortgage | 1882 | Jan. 1, 1922 | 5 | | | 6,000,000 00 |
| Total | | | | | | \$12,000,000 00 |

Average bonded debt per mile, for 330½ miles..... \$36,317 70

UNFUNDED DEBT IN DETAIL.

| On what account. | Amount. |
|-------------------------|----------------|
| Interest unpaid | \$331,268 44 |
| Notes due, unpaid | 150,000 00 |
| Other liabilities | 765,352 35 |
| Total | \$1,246,620 79 |

TOTAL LIABILITIES.

COMMON STOCK AND FUNDED AND UNFUNDED DEBT.

| | |
|---|-----------------|
| Common stock | \$6,600,000 00 |
| Bonded debt | 12,000,000 00 |
| Floating debt | 1,246,620 79 |
| Aggregate | \$19,846,620 79 |
| Average per mile, for 330½ miles (\$18,600,000 00)..... | 56,278 36 |

LENGTH OF TRACK.

| Main Line. | Whole line miles. | Main line operated, miles. | In Illinois, miles. | Main line operated in Ill. |
|---|-------------------|----------------------------|---------------------|----------------------------|
| From Port Huron, Mich., to Chicago, Ill | 330.50 | 330.50 | 26.98 | 26.98 |
| LEASED LINES. | | | | |
| Grand Trunk Junction Ry.; From Elsdon, C. & G. T. Ry., to C. & W. I. Junction, 49th and Wallace sts. | 3.90 | | 3.90 | |
| C. & G. T. Ry. trains operated by them on the C. & W. I. Ry.: From 49th and Wallace sts. to Polk st. | 4.86 | | 4.86 | |
| Total length of lines leased | 8.76 | 8.76 | | 8.76 |
| Main line operated | 339.26 | | 34.84 | |
| Sidings on main track | 71.44 | | 13.60 | |
| Sidings on Grand Trunk Junction Ry. | 9.10 | | 9.10 | |
| Aggregate length of all tracks | 419.80 | 339.26 | 57.54 | 34.84 |

Proportion of road in Illinois, .08 per cent.

RAILS AND TIES.

| | |
|-----------------------------------|--------------------|
| Iron— | |
| On road | 3 miles. |
| Average weight per yard | 54 lbs. |
| Steel— | |
| On road | 327.5 miles. |
| Average weight per yard | 60, 65 and 67 lbs. |
| Re-laid during the year | 8.90 miles. |
| Ties— | |
| Average number per mile | 2,640 |
| Number laid during the year | 116,697 |

BRIDGES.

| | |
|---|---------------------|
| Number of wooden in Illinois, 1 span bridge | length, 121 feet. |
| Number of iron in Illinois, 1 | length, 155 feet. |
| Number of pile bridges in Illinois, 21 | length, 4,297 feet. |
| Total | 4,573 feet. |

FENCING.

| Kind of Fence. | Whole line. | | In Illinois. | |
|-----------------------------|------------------|---------------|------------------|---------------|
| | Length in miles. | Cost per rod. | Length in miles. | Cost per rod. |
| Board | 186 | \$1 00 | 5½ | \$1 00 |
| Wire | 478 | 1 00 | 45 | 1 00 |
| Total..... | 664 | | 50½ | |
| Built during the year | 7½ | | 1½ | |

STATIONS.

| | |
|------------------------------|----|
| Number in Illinois | 11 |
| Number out of Illinois | 63 |
| Total on whole line | 74 |

EQUIPMENT.

| Description. | Whole line. | Total. |
|---|-------------|--------|
| Locomotives— | | |
| Passenger..... | 21 | |
| Freight..... | 88 | |
| Shunting..... | 19 | 128 |
| Passenger equipment— | | |
| Coaches..... | 22 | |
| Dining cars..... | 2 | |
| Express cars, baggage cars and mail cars..... | 13 | 37 |
| Freight equipment— | | |
| Box cars..... | 1,623 | |
| Stock cars..... | 215 | |
| Cabooses..... | 63 | |
| Flat cars..... | 275 | |
| Other cars—1 snow scraper, 2 snow plows, 2 derricks, 5 auxiliaries..... | 10 | 2,180 |
| Total number cars of all classes..... | | 2,223 |

Platform and coupler used: Miller.

Brake used: Westinghouse automatic.

AVERAGE LIFE OF LOCOMOTIVES, CARS, RAILS, TIES, BRIDGES. ETC.

| Equipment and Superstructure. | Average life in years. |
|-------------------------------|------------------------------|
| Locomotives— | |
| Passenger | 11 |
| Freight | 10 |
| Cars— | |
| Passenger | 10 |
| Baggage | 8 |
| Box | 10 |
| Stock | 10 |
| Coal | 7 |
| Flat | 10 |
| Rails— | |
| Iron | 8 |
| Steel | 16 |
| Joint Fastenings | 8 |
| Frogs | 6 |
| Ties— | |
| Oak | 8 |
| Pine | 5 |
| Bridges— | |
| Wooden | 12 |
| Iron | 40 |
| Trestles | 12 |
| Piling | 12 |
| Telegraph Poles— | |
| Cedar | 10 |
| Fence Posts | 9 |

EMPLOYEES.

NUMBER, CHARACTER OF SERVICE, AND ANNUAL SALARIES OF EMPLOYEES.

| Average No. em- ployed. | Officers and Employés. | Average yearly salary. | Aggregate yearly salary. |
|-------------------------------|---|------------------------------|--------------------------------|
| 10 | General officers | \$1,300 00 | \$43,000 00 |
| 1 | Assistant superintendent | 2,000 00 | 2,000 00 |
| 2 | Train masters | 1,800 00 | 3,600 00 |
| 2 | Civil engineers | 2,200 00 | 4,400 00 |
| 1 | Master mechanic | 4,000 00 | 4,000 00 |
| 3 | Road masters | 1,320 00 | 3,960 00 |
| 295 | Clerks | 640 00 | 188,800 00 |
| 52 | Machinists | 655 00 | 34,060 00 |
| 21 | Passenger conductors | 1,000 00 | 21,000 00 |
| 70 | Freight conductors | 765 00 | 53,550 00 |
| 111 | Passenger and freight engineers | 1,250 00 | 138,750 00 |
| 106 | Firemen | 675 00 | 71,550 00 |
| 50 | Wipers | 510 00 | 25,500 00 |
| 16 | Baggagemen | 600 00 | 96,000 00 |
| 168 | Brakemen | 570 00 | 95,760 00 |
| 32 | Station agents not telegraph operators | 750 00 | 24,000 00 |
| 42 | Station agents also telegraph operators | 500 00 | 21,000 00 |
| 91 | Telegraph operators not station agents | 520 00 | 47,320 00 |
| 114 | Carpenters | 620 00 | 70,680 00 |
| 66 | Section foremen | 465 00 | 30,630 00 |
| 320 | Sectionmen | 344 00 | 110,280 00 |
| 364 | Laborers | 430 00 | 156,520 00 |
| 136 | Flagmen, switchmen and watchmen | 730 00 | 99,280 00 |
| 15 | Pumpers | 175 00 | 7,125 00 |
| 160 | Other employes | 530 00 | 84,800 00 |
| 2,258 | Total | | \$1,140,905 00 |

TRAFFIC.
PASSENGERS AND FREIGHT CARRIED.

| | Whole line. | In Illinois. |
|---|---------------|--------------|
| Through passengers..... | 119,669 | 12,134 |
| Local passengers..... | 399,849 | 40,545 |
| Total passengers carried..... | 519,518 | 52,679 |
| Number of passengers carried one mile..... | 44,405,293 | |
| Average number cars in passenger train..... | 6.9 | |
| Average number of miles traveled by each passenger..... | 85.5 | |
| Average receipts per passenger per mile..... | 01.68 cts. | |
| Average cost per passenger per mile..... | 01.67 cts. | |
| Through freight, in tons..... | 1,107,794 | 112,330 |
| Local freight, in tons..... | 318,494 | 32,295 |
| Total tons freight carried..... | 1,426,288 | 144,625 |
| Average tons of freight carried one mile..... | 375,346,216 | |
| Average number of cars in freight train..... | 25.1 | |
| Average number tons of freight per train..... | 192.2 | |
| Average number tons of freight per car..... | 7.5 | |
| Average receipt per ton freight per mile..... | 00.54 cts. | |
| Proportion freight carried in Illinois..... | 10.14 per ct. | |

FREIGHT CLASSIFIED.

| | Whole line. Tons. | In Illinois. Tons. |
|---|----------------------|-----------------------|
| Corn, wheat, rye, oats and barley..... | 253,373 | 25,692 |
| Flour..... | 68,402 | 6,936 |
| Provisions..... | 254,640 | 25,820 |
| Salt..... | 41,393 | 4,197 |
| Agricultural implements, furniture, wagons and other manufactured articles..... | 161,180 | 16,344 |
| Lumber and other forest products..... | 111,149 | 11,271 |
| Horses, mules, cattle, hogs and sheep..... | 22,176 | 2,248 |
| Iron, lead and other mineral products..... | 59,268 | 6,010 |
| Stone, brick, sand, lime, clay, cement and stucco..... | 36,121 | 3,662 |
| Coal and coke..... | 94,946 | 9,627 |
| Merchandise and other articles..... | 323,640 | 32,818 |
| Total tons..... | 1,426,288 | 144,625 |

MILEAGE.
TRAIN MILEAGE.

| Trains. | Whole line. | In Illinois. |
|--------------------------|-------------|--------------|
| Passenger..... | 886,014 | 80,667 |
| Freight..... | 1,931,924 | 175,891 |
| Mixed..... | 22,791 | 2,075 |
| Construction..... | 39,736 | 3,618 |
| Switching..... | 586,880 | 53,432 |
| Other..... | 252,902 | 23,025 |
| Total train mileage..... | 3,720,247 | 338,708 |

CAR MILEAGE.

| Cars. | Whole line. | In Illinois. |
|----------------------------------|-------------|--------------|
| Passenger, mail and baggage..... | 5,281,944 | 480,893 |
| Freight..... | 49,116,973 | 4,471,844 |
| Total car mileage..... | 54,398,917 | 4,952,737 |
| Empty freight car mileage..... | 9,160,561 | 834,021 |

PASSENGER AND FREIGHT MILEAGE.

| Passenger mileage. | Whole line. | In Illinois. | Freight mileage. | Whole line. | In Illinois. |
|---------------------|-------------|--------------|---------------------|-------------|--------------|
| Through..... | 32,381,099 | 3,283,443 | Through..... | 337,525,114 | 34,225,046 |
| Local..... | 12,024,194 | 1,219,253 | Local..... | 37,821,162 | 3,835,060 |
| Total pass. mil'ge. | 44,405,293 | 4,502,696 | Total fr't. mileage | 375,346,216 | 38,060,106 |

INCOME.

MONTHLY TRANSPORTATION EARNINGS—WHOLE LINE.

| Months. | From passenger department. | From freight department. | Total. |
|--------------------|----------------------------|--------------------------|----------------|
| 1885, July..... | \$65,328 45 | \$139,495 35 | \$204,823 80 |
| " August..... | 66,994 49 | 147,849 55 | 214,844 04 |
| " September..... | 70,551 73 | 160,130 15 | 230,681 88 |
| " October..... | 64,479 99 | 174,558 35 | 239,038 34 |
| " November..... | 58,086 35 | 166,667 10 | 224,753 45 |
| " December..... | 56,436 58 | 183,734 50 | 240,171 08 |
| 1886, January..... | 38,555 34 | 151,225 25 | 189,780 59 |
| " February..... | 42,325 73 | 173,856 95 | 216,182 68 |
| " March..... | 66,166 22 | 214,950 85 | 281,117 07 |
| " April..... | 72,887 55 | 176,920 25 | 249,807 80 |
| " May..... | 67,256 00 | 161,419 00 | 228,675 00 |
| " June..... | 74,847 27 | 171,976 50 | 246,823 77 |
| Total..... | \$743,915 70 | \$2,022,783 80 | \$2,766,699 50 |

IN ILLINOIS.

| Months. | From passenger department. | From freight department. | Total. |
|--------------------|----------------------------|--------------------------|--------------|
| 1885, July..... | \$6,624 30 | \$14,144 82 | \$20,769 12 |
| " August..... | 6,793 25 | 14,991 94 | 21,785 19 |
| " September..... | 7,153 95 | 16,237 20 | 23,391 15 |
| " October..... | 6,538 26 | 17,700 21 | 24,238 47 |
| " November..... | 5,889 97 | 16,900 04 | 22,790 01 |
| " December..... | 5,722 67 | 18,630 67 | 24,353 34 |
| 1886, January..... | 3,909 51 | 15,334 24 | 19,243 75 |
| " February..... | 4,291 83 | 17,629 09 | 21,920 92 |
| " March..... | 6,709 26 | 21,796 02 | 28,505 28 |
| " April..... | 7,390 79 | 17,939 71 | 25,330 50 |
| " May..... | 6,819 74 | 16,367 89 | 23,187 63 |
| " June..... | 7,589 51 | 17,438 42 | 25,027 93 |
| Total..... | \$75,433 04 | \$205,110 25 | \$280,543 29 |

INCOME FROM OTHER SOURCES.

| Sources. | Whole line. |
|---------------------------------|-------------|
| From rents for use of road..... | \$545 00 |
| Total..... | \$545 00 |

TOTAL INCOME FROM ALL SOURCES.

| Sources. | Whole line. | In Illinois. |
|--|----------------|--------------|
| From passenger and freight department..... | \$2,766,699 50 | \$280,543 29 |
| From other sources..... | 545 00 | ..... |
| Total income from all sources..... | \$2,767,244 50 | \$280,543 29 |

DEDUCTIONS MADE FROM TRANSPORTATION EARNINGS.

| Average Earnings. | Whole line. | In Illinois. |
|--|------------------|------------------|
| Average passenger department earnings per mile..... | \$2,194 15 | \$2,194 15 |
| Average passenger department earnings per pass. train mile.. | 84 | 84 |
| Average freight department earnings per mile..... | 5,966 91 | 5,966 91 |
| Average freight department earnings per train mile.. | 1 04 | 1 04 |
| Average gross transportation earnings per mile..... | 8,161 06 | 8,161 06 |
| Average gross transportation earnings per train mile..... | 97 | 97 |
| Average net transportation earnings per mile..... | 1,355 19 | 1,355 19 |
| Average net transportation earnings per train mile..... | 16 | 16 |
| The ratio of passenger to freight earnings was..... | As 100 is to 272 | As 100 is to 272 |

OPERATING EXPENSES AND TAXES.

| Items of Operating Expenses. | Whole line. | In Illinois. |
|--|----------------|--------------|
| Salaries general officers and clerks..... | \$51,612 25 | \$5,161 22 |
| Law expenses..... | 16,146 61 | 1,614 66 |
| Insurance..... | 8,253 86 | 825 39 |
| Stationery and printing..... | 26,127 07 | 2,612 71 |
| Outside agencies and advertising..... | 56,633 90 | 5,663 39 |
| Contingencies..... | 13,204 96 | 1,320 50 |
| Repairs or renewals—bridges (including culverts and cattle-guards) | 26,075 51 | 2,607 55 |
| Repairs or renewals—buildings..... | 38,448 71 | 3,844 87 |
| Repairs or renewals—fences, road-crossings or signs..... | 8,507 29 | 850 73 |
| Renewals of rails and ties..... | 61,345 31 | 6,134 53 |
| Repairs of roadway and track..... | 182,770 82 | 18,277 08 |
| Repairs of locomotives..... | 131,738 47 | 13,173 85 |
| Fuel for locomotives..... | 291,985 77 | 29,198 58 |
| Water supply..... | 13,333 26 | 1,333 33 |
| Oil and waste..... | 29,076 22 | 2,907 62 |
| Locomotive service..... | 248,573 67 | 24,837 37 |
| Repairs of passenger cars..... | 62,030 01 | 6,203 00 |
| Passenger train service and supplies..... | 81,869 30 | 8,186 93 |
| Mileage of passenger and freight cars (debit balance)..... | 216,314 27 | 21,631 43 |
| Repairs of freight cars..... | 128,067 83 | 12,806 78 |
| Freight train service and supplies..... | 301,997 38 | 30,199 74 |
| Mileage of freight cars (debit balance)..... | ..... | ..... |
| Telegraph expenses (maintenance and operating)..... | 43,000 50 | 4,300 05 |
| Damage and loss of freight and baggage..... | 17,695 64 | 1,769 56 |
| Damage to cattle..... | 2,333 25 | 233 32 |
| Personal injury..... | 20,500 00 | 2,050 00 |
| Agents and station service..... | 96,999 50 | 9,699 95 |
| Station supplies..... | 30,651 13 | 3,065 11 |
| Tolls and use of stations..... | \$2,204,712 49 | \$220,471 25 |
| | 10,569 78 | 1,056 98 |
| Total operating expenses..... | \$2,215,282 27 | \$221,528 28 |
| Taxes..... | 92,636 43 | 9,263 64 |
| Total operating expenses and taxes..... | \$2,307,918 70 | \$230,791 87 |

Average operating expenses (less taxes) per mile, (.339) \$6,534.75.

Average operating expenses (less taxes) per train mile, 78c.

Proportion of operating expenses (less taxes) to earnings, 80.05 per cent.

EXPENSES IN ADDITION TO OPERATING EXPENSES AND TAXES.

| Paid for— | Whole line. | In Illinois. |
|--------------------------------------|--------------|--------------|
| Additional equipment..... | \$67,716 00 | \$6,771 60 |
| Construction..... | 68,528 35 | 6,852 84 |
| Leased lines..... | 81,564 15 | 8,156 41 |
| Interest— | | |
| On funded debt..... | \$237,930 22 | |
| On unfunded debt..... | 124,718 67 | 36,264 89 |
| Receiver's debt (balance)..... | 362,648 89 | |
| Pt. Huron & Lake Michigan bonds..... | 8,528 60 | 852 86 |
| | 930 00 | 93 00 |
| Total additional expenses..... | \$589,915 99 | \$58,991 60 |

GENERAL EXHIBIT.

NET INCOME, DIVIDENDS, BALANCES.

| | |
|---|----------------|
| Total income..... | \$2,767,244 50 |
| Operating expenses, less taxes..... | 2,230,395 03 |
| Excess of income over operating expenses..... | \$536,849 47 |
| Less taxes..... | 92,636 43 |
| Excess of income over operating expenses and taxes..... | \$444,213 04 |
| Interest on funded debt..... | \$237,930 22 |
| Interest on unfunded debt..... | 124,718 67 |
| Rentals..... | 81,564 15 |
| | 444,213 04 |
| Balance (loss) last year..... | 2,556 79 |
| Balance (loss)..... | \$2,556 79 |
| Balance (loss) carried forward to next year..... | 2,556 79 |

CHARGES AND CREDITS TO PROPERTY DURING THE YEAR.

| DR. | | CR. | |
|---|--------------|---|--------------|
| Construction and equipment:— | | Property sold or reduced in value:— | |
| Improvement of line..... | \$68,528 35 | Award in condemnation proceedings at Chicago..... | \$7,461 77 |
| Rolling stock purchased on deferred payment (on account)..... | 67,716 00 | | |
| Other charges: | | | |
| Paid balance of Receiver's debt..... | 8,528 60 | | |
| Port Huron and Lake Michigan bonds..... | 930 00 | | |
| Total charges..... | \$145,702 95 | Total credits..... | \$7,461 77 |
| Total credits..... | 7,461 77 | Total charges..... | 145,702 95 |
| Net additions..... | \$138,241 18 | Charge for year ending June 30, 1886..... | \$138,241 18 |

GENERAL BALANCE SHEET.

| Assets. | | Liabilities. | |
|---|-----------------|----------------------------|-----------------|
| Construction and equipment account..... | \$18,621,548 08 | Capital stock..... | \$6,600,000 00 |
| Other investments, as follows: | | Funded debt..... | 12,000,000 00 |
| Bonds in hand, etc..... | 173,784 00 | Unfunded debt as, follows: | |
| Cash items, as follows: | | Interest unpaid..... | 331,268 44 |
| Cash..... | 122,131 70 | Notes payable..... | 150,000 00 |
| Due from agents and companies..... | 432,236 74 | Vouchers and accounts..... | 250,888 87 |
| Cash assets, as follows: | | Other liabilities..... | 514,463 46 |
| Materials and supplies..... | 241,300 09 | | |
| Debit balance..... | 255,620 18 | | |
| Total assets..... | \$19,846,620 79 | Total liabilities..... | \$19,846,620 79 |

LOCAL EXHIBIT OF ILLINOIS BUSINESS.

INCOME, EXPENSES, BALANCES, ETC.

| | |
|---|----------------|
| Total income..... | \$2,767,244 50 |
| Operating expenses, (less taxes)..... | 2,230,395 03 |
| Taxes..... | 92,636 43 |
| Excess of income over operating expenses and taxes..... | \$444,213 04 |
| Interest on funded debt..... | \$237,930 22 |
| Interest on unfunded debt..... | 124,718 67 |
| Rentals actually paid..... | 81,564 15 |
| | 444,213 04 |
| Net income on Illinois business..... | \$44,421 30 |

TOTAL LIABILITIES.

COMMON STOCK AND FUNDED AND UNFUNDED DEBT ON PROPERTY WITHIN THE STATE.

| Stocks and Bonds. | Total. |
|---------------------------------------|-----------------|
| Common stock..... | \$6,600,000 00 |
| Bonded debt..... | 12,000,000 00 |
| Floating debt..... | 1,246,620 79 |
| Aggregate..... | \$19,846,620 79 |
| Average per mile, for 330½ miles..... | 60,050 29 |

ADDITIONAL INFORMATION.

This Company has a contract with the United States Government for the transportation of one mail each way daily at \$76.35 per mile.

The American Express Company does business on this road at one and one-half first-class rates, except for fish, game and fruits, which are first-class, with half fare for messenger.

The following freight lines run on this road: The Great Eastern Line, Commercial Express, National Despatch and West Shore.

Sleeping cars owned by Pullman's Palace Car Company, and New York Central Sleeping Car Company, are run at the usual rates. Dining cars are owned by this Company; Meals 75 cents each.

No preference is given to any fast freight lines.

The Company has running powers over the Grand Trunk Junction Ry, between Elsdon and 49th street, Chicago, the rental being the interest upon the mortgage bonds of that company, and maintenance and renewal of the property, receiving the revenue derived from said railway; also over the Chicago and Western Indiana R. R. between 49th and Polk streets Chicago, paying proportion of operating and maintenance expenses, based on the number of engines and cars run.

This Company has pooling arrangements with the following companies respecting freights. With the Central Traffic Association (G. R. Blanchard, Chicago, Commissioner) comprising this and the following other railroads: Michigan Central Railroad; Lake Shore and Michigan Southern Railway; Pittsburg, Fort Wayne and Chicago Railway; Chicago, St. Louis and Pittsburg Railway; Baltimore and Ohio Railroad; New York, Chicago and St. Louis Railway.

The contracts operate from Chicago and Chicago Junction points to the Western terminus of the Trunk Lines.

The policy which dictates these arrangements is simply the maintenance of agreed rates.

The freight rates at pooling points as compared with like kinds and quantities of freight at points where no pooling contract is in force are practically identical.

We denominate as through freight that which passes the whole length of the road between the eastern and western termini; local freight is all other.

This Company has a running shed at Corinth; amount of investment, \$15,000.00, and employing 14 men, on light repairs.

The repairs are done on locomotives for main line, not for Illinois alone. All such work is charged to one account.

STATEMENT OF ACCIDENTS.

KILLED AND INJURED DURING THE YEAR.

| Description. | | | Whole line. | | In Illinois. | |
|-----------------|--|--|-------------|----------|--------------|----------|
| | | | Killed. | Injured. | Killed. | Injured. |
| Passengers..... | | | 3 | 5 | | 3 |
| Employees..... | | | 24 | 90 | 1 | 20 |
| Others..... | | | | 17 | 1 | 6 |
| Total..... | | | 13 | 112 | 2 | 29 |

| No. | Name of person. | Occupation. | Cause of accident. | Date of accident. | Character of injury. |
|-----|-----------------------|--------------|--------------------------------|-------------------|----------------------|
| 1 | J. Salaskey..... | Trespasser | Catching on train. | Aug. 10, 1885. | Killed |
| 2 | W. Crow..... | Fireman | Collision..... | Mar. 15, 1886. | Slightly injured |
| 3 | A. Pistle..... | Laborer | Sitting on track. | July 7, 1885. | Arm pinched |
| 4 | E. Jessup..... | Brakeman | Uncoupling..... | Aug. 23 " | Hand injured |
| 5 | H. F. Haskins..... | Not employed | Coupling..... | Aug. 27 " | Arm and leg injured |
| 6 | D. Shammessy..... | Brakeman | Standing on track | Sept. 1 " | Knee injured |
| 7 | E. Shaw..... | " | Collision..... | Sept. 22 " | Leg bruised |
| 8 | J. Reid..... | " | Fell on train. | Oct. 3 " | Injured badly |
| 9 | P. Gay..... | Passenger | Fell from train | " 24 " | Slightly injured |
| 10 | Mrs. Wilson..... | " | Collision..... | " 24 " | Foot squeezed |
| 11 | — Monish..... | Engineer | Climbing between cars. | Nov. 13 " | Badly injured |
| 12 | H. Bowen..... | Trespasser | Jumping from train | " 22 " | Arm broken |
| 13 | E. Ritsman..... | Passenger | Caught foot on rail | " 29 " | Badly injured |
| 14 | T. Welch..... | Switchman | Crossing track | Dec. 16 " | Arm pinched |
| 15 | — Rhoden..... | Not employed | Uncoupling..... | Dec. 30 " | Arm pinched |
| 16 | R. J. Frost..... | Brakeman | Loose brake-wheel. | Jan. 5, 1886. | Finger mashed |
| 17 | C. E. Loomis..... | Switchman | Caught between engine and car. | Jan. 5 " | Slightly injured |
| 18 | — Boyce..... | " | Plank thrown. | " 10 " | Leg crushed |
| 19 | J. Burke..... | Car checker | Coupling..... | " 25 " | Forehead cut |
| 20 | F. Walsh..... | Brakeman | Struck by engine | Mar. 6 " | Arm bruised |
| 21 | W. O. McLaughlin..... | Not employed | Uncoupling..... | Mar. 11 " | Badly injured |
| 22 | J. Alexander..... | Brakeman | Fell from engine | " 23 " | Arm pinched |
| 23 | O. Kemlerling..... | Switchman | Fell into a culvert. | " 23 " | Ankle sprained |
| 24 | J. Ryan..... | " | " | " 23 " | " |
| 25 | J. Walters..... | " | " | Apr. 4 " | Leg injured |

Statement of Accidents—Continued.

| No. | Name of person. | Occupation. | Cause of accident. | Date of accident. | Character of injury. |
|-----|-----------------|--------------------|---------------------------|-------------------|----------------------|
| 26 | F. W. Hunter | Brakeman | Unloading baggage | Apr. 21, 1886 | Back injured |
| 27 | R. Polley | Not employed | Driving in front of train | May 6 | Bruised |
| 28 | R. Ginn | Switchman | Struck by car door | May 7 | Forehead cut |
| 29 | T. Murry | Brakeman | Fell from car | May 8 | Chest hurt |
| 30 | L. Edman | Agirl not employed | Climbing through cars | May 25 | Foot bruised |
| 31 | J. O'Garra | Watchman | Struck by train | June 30 | Injured internally |

CHICAGO AND IOWA RAILROAD.

ORGANIZATION AND CONSTRUCTION.

The Ogle and Carroll County Railroad charter dated February 15, 1857; amended 1859; and the Chicago and Iowa Railroad charter dated March 30, 1869. Consolidated June 1, 1870.

Main line put in operation May, 1872.

The Chicago, Rockford and Northern Railroad put in operation August, 1875, and leased to the Chicago and Iowa Railroad for 30 years, at rental of 25 per cent. of gross earnings.

Have mutual interchange of business with connecting lines.

OFFICERS.

| | |
|---|----------------|
| President, F. H. Head | Chicago, Ill. |
| Vice-President, T. J. Potter | Chicago, Ill. |
| General Solicitor, Wirt Dexter | Chicago, Ill. |
| Secretary, L. O. Goddard | Chicago, Ill. |
| Treasurer, J. C. Peasley | Chicago, Ill. |
| Assistant Treasurer, C. F. Holcomb | Rochelle, Ill. |
| Auditor, M. L. Ettinger | Rochelle, Ill. |
| General Manager, T. J. Potter | Chicago, Ill. |
| General Superintendent, H. D. Judson | Rochelle, Ill. |
| General Freight Agent, H. D. Judson | Rochelle, Ill. |
| General Ticket Agent, M. L. Ettinger | Rochelle, Ill. |
| Purchasing Agent, Wm. Irving | Chicago, Ill. |
| General Baggage Agent, E. A. Sadd | Chicago, Ill. |
| Master Mechanic, B. W. Morris | Aurora, Ill. |
| General Road Master, Robert Wakefield | Rochelle, Ill. |

General office at corner Adams and Franklin streets, Chicago, Ill.

DIRECTORS.

| | |
|----------------------|---------------|
| F. H. Head | Chicago, Ill. |
| C. L. Allen | Chicago, Ill. |
| L. O. Goddard | Chicago, Ill. |
| H. W. Weiss | Chicago, Ill. |
| J. L. Lathrop | Chicago, Ill. |
| T. J. Potter | Chicago, Ill. |
| Joseph Reising | Aurora, Ill. |

CAPITAL STOCK.

| | |
|------------------------------|-------------|
| Amount of common stock | \$1,428,000 |
|------------------------------|-------------|

FUNDED DEBT IN DETAIL.

| Name of bond. | When issued. | When due. | Rate per cent. | Interest. | | Amount of bonds. |
|----------------------------|--------------|-----------|----------------|---------------|--------------------------|------------------|
| | | | | When payable. | Amount paid during year. | |
| First mortgage C. & I..... | Apr. 1, 1870 | 30 yrs. | 8 | Semi-annually | | \$600,000 00 |
| Second " " " " | July 1, 1871 | 30 " | 8 | " " | \$72,000 00 | 1,150,000 00 |
| First " " C. R. & N. | July 1, 1875 | 20 " | 8 | " " | 20,000 00 | 250,000 00 |
| Second " " " " | Oct. 1, 1875 | 20 " | 8 | " " | 60,000 00 | 150,000 00 |
| Total. | | | | | \$152,000 00 | \$2,150,000 00 |

Average bonded debt per mile..... \$20,673 00

TOTAL LIABILITIES.

COMMON STOCK AND FUNDED DEBT.

| Stocks and bonds. | Total. |
|---------------------------------------|----------------|
| Common stock..... | \$1,428,000 00 |
| Bonded debt..... | 2,150,000 00 |
| Aggregate..... | \$3,578,000 00 |
| Average per mile, for 104 miles. | 34,403 85 |

LENGTH OF TRACK.

| Main Line. | In Illinois, Miles. | Main line and branches, in Illinois. |
|-------------------------------------|---------------------|--------------------------------------|
| From Aurora to Forrester..... | 80 | |
| BRANCHES. | | |
| From Flag Centre to Rockford..... | 24 | |
| Main line and branches..... | 104 | |
| Sidings on main line..... | 11 08 | |
| Sidings on branches..... | 7 20 | |
| Aggregate length of all tracks..... | | 122 28 |

RAILS AND TIES.

| | |
|--|------------|
| Steel— | |
| On road..... | 104 miles. |
| Average weight per yard..... | 56 pounds. |
| Re-laid during the year, .95 miles, 66 lb steel; 1.83 miles, 56 lb steel, 2d hand. | |
| Ties— | |
| Average number per mile..... | 2,700 |
| Number laid during the year—white oak, 40,455; cedar, 4,993..... | 45,448 |

BRIDGES.

| | | |
|------------------------------------|---------|---------------------|
| Number of wooden in Illinois, | 8..... | length, 2,500 feet. |
| Number of iron in Illinois, | 1..... | length, 90 feet. |
| Number of combination in Illinois, | 1..... | length, 32 feet. |
| Number of piling in Illinois, | 8..... | length, 578 feet. |
| | 49..... | length, 2,576 feet. |

BUILT DURING THE YEAR IN ILLINOIS.

| | | |
|-------------------|--------|-------------------|
| Number of piling, | 4..... | length, 288 feet. |
|-------------------|--------|-------------------|

FENCING.

Post and board, 153.69 miles, cost per rod \$1.10; wire 35 miles, cost per rod \$1. Total 188.69 miles. Re-built during the year 45.59 miles, cost per rod \$1.

STATIONS.

| | |
|--------------------------|----|
| Number in Illinois..... | 23 |
| Total on whole line..... | 22 |

EQUIPMENT.

| Description. | In Illinois. | Total. |
|---------------------------------------|--------------|--------|
| Locomotives— | | |
| Passenger..... | 7 | |
| Freight..... | 11 | 18 |
| Passenger equipment— | | |
| Coaches..... | 6 | |
| Baggage cars..... | 4 | |
| Mail cars..... | 1 | 11 |
| Freight equipment— | | |
| Box cars..... | 106 | |
| Stock cars..... | 43 | |
| Caboose..... | 9 | |
| Coal cars..... | 50 | |
| Other cars..... | 1 | 209 |
| Total number cars of all classes..... | | 220 |

Platform and coupler used, Miller.
Brake used, Westinghouse Automatic.

AVERAGE LIFE OF LOCOMOTIVES, CARS, RAILS, TIES, BRIDGES, ETC.

| Equipment and Superstructure. | Average life, in years. |
|-------------------------------|-------------------------|
| Locomotives— | |
| Passenger..... | 13 |
| Freight..... | 13 |
| Cars— | |
| Passenger..... | 22 |
| Baggage..... | 18 |
| Box..... | 12 |
| Stock..... | 10 |
| Coal..... | 10 |
| Flat..... | 10 |
| Rails— | |
| Iron..... | 5 |
| Steel..... | 8 |
| Joint fastenings..... | 8 |
| Frogs..... | 4 |
| Ties— | |
| Oak..... | 10 |
| Hemlock..... | 6 |
| Bridges— | |
| Wooden..... | 8 |
| Trestles..... | 9 |
| Piling..... | 10 |
| Fence posts..... | 10 |

EMPLOYEES.

NUMBER, CHARACTER OF SERVICE, AND ANNUAL SALARIES OF EMPLOYEES.

| Average No. em- ployed. | Officers and Employés. | Average yearly salary. | Aggregate yearly salary. |
|-------------------------------|--|------------------------------|--------------------------------|
| 6 | General officers..... | \$1,719 66 | \$10,317 96 |
| 1 | Master mechanic..... | 1,916 70 | 1,916 70 |
| 1 | Road master..... | 1,500 00 | 1,500 00 |
| 16 | Clerks..... | 663 44 | 9,655 00 |
| 9 | Machinists..... | 664 17 | 5,977 57 |
| 4 | Passenger conductors..... | 1,050 00 | 4,200 00 |
| 9 | Freight conductors..... | 909 00 | 8,100 00 |
| 5 | Passenger engineers..... | 1,118 41 | 5,592 05 |
| 12 | Freight engineers..... | 973 35 | 11,680 15 |
| 17 | Firemen..... | 573 27 | 9,645 57 |
| 9 | Wipers..... | 321 23 | 2,892 00 |
| 6 | Baggagemen..... | 490 00 | 2,940 00 |
| 23 | Brakemen..... | 504 00 | 11,692 00 |
| 5 | Station agents not telegraph operators..... | 658 00 | 3,290 00 |
| 16 | Station agents also telegraph operators..... | 564 00 | 9,024 00 |
| 16 | Telegraph operators not station agents..... | 476 40 | 7,622 40 |
| 6 | Carpenters..... | 660 00 | 3,960 00 |
| 18 | Section foremen..... | 540 00 | 9,720 00 |
| 90 | Sectionmen..... | 343 20 | 30,888 00 |
| 45 | Laborers..... | 235 53 | 10,598 85 |
| 3 | Flagmen..... | 391 25 | 1,173 75 |
| 7 | Switchmen and watchmen..... | 398 55 | 2,789 85 |
| 2 | Bridge tenders and pumpers..... | 420 00 | 840 00 |
| 39 | Other employés..... | 464 18 | 18,163 62 |
| 345 | Total..... | | \$184,118 87 |

TRAFFIC.

PASSENGERS AND FREIGHT CARRIED.

| | Whole line in Illinois. |
|---|----------------------------|
| Through passengers..... | 45,779 |
| Local passengers..... | 161,794 |
| Total passengers carried..... | 207,573 |
| Average number cars in passenger train..... | 3.61 |
| Through freight, in tons..... | 582,006 |
| Local freight, in tons..... | 187,994 |
| Total tons of freight carried..... | 770,000 |
| Average number of cars in freight train..... | 21.13 |
| Average number tons of freight per train..... | 179.19 |
| Average number tons of freight per car..... | 7.12 |
| Proportion freight carried in Illinois..... | 100% |

FREIGHT CLASSIFIED.

| | Whole line, tons, In Illinois, |
|--|--------------------------------------|
| Corn..... | 12,519 |
| Wheat..... | 1,069 |
| Rye..... | 1,459 |
| Oats and barley..... | 17,239 |
| Flour..... | 588 |
| Provisions..... | 570 |
| Salt..... | 921 |
| Agricultural implements..... | 3,988 |
| Furniture..... | 353 |
| Wagons and other manufactured articles..... | 82 |
| Lumber..... | 12,706 |
| Horses and mules..... | 459 |
| Cattle..... | 4,868 |
| Hogs and sheep..... | 12,116 |
| Iron, lead, and other mineral products..... | 2,902 |
| Stone, brick, sand, lime, clay, cement and stucco..... | 4,089 |
| Coal..... | 74,621 |
| Coke..... | 595 |
| Merchandise..... | 17,904 |
| Other articles..... | 18,910 |
| I. C. business..... | 509,118 |
| R. F. business..... | 72,888 |
| Total tons..... | 770,000 |

MILEAGE.

TRAIN MILEAGE.

| Trains. | In Illinois. |
|--------------------------|--------------|
| Passenger..... | 187,549 |
| Freight..... | 262,956 |
| Construction..... | 9,571 |
| Total train mileage..... | 450,076 |

CAR MILEAGE.

| Cars. | In Illinois. |
|----------------------------------|--------------|
| Passenger, mail and baggage..... | 796,443 |
| Freight..... | 4,871,456 |
| Total car mileage..... | 5,667,899 |
| Empty freight car mileage..... | 1,140,401 |

PASSENGER MILEAGE AND FREIGHT TONNAGE.

| Passenger mileage. | In Illinois. | Freight tonnage. | In Illinois. |
|------------------------------|--------------|----------------------------|--------------|
| Through..... | 3,018,798 | Through..... | 582,006 |
| Local..... | 3,529,064 | Local..... | 187,994 |
| Total passenger mileage..... | 6,547,862 | Total freight tonnage..... | 770,000 |

INCOME.

MONTHLY TRANSPORTATION EARNINGS—WHOLE LINE.

| Months. | From pas- senger department. | From freight department. | Total. |
|---------------------|------------------------------------|--------------------------------|--------------|
| 1885, July | \$13,359 57 | \$21,756 74 | \$35,116 31 |
| " August | 14,167 62 | 26,494 59 | 40,662 21 |
| " September | 17,831 48 | 31,421 63 | 49,253 11 |
| " October | 16,360 02 | 31,357 01 | 47,697 03 |
| " November | 13,419 21 | 30,939 91 | 44,359 12 |
| " December | 15,689 91 | 32,432 62 | 48,122 53 |
| 1886, January | 11,865 47 | 18,078 79 | 29,944 26 |
| " February | 8,972 23 | 23,302 42 | 32,274 65 |
| " March | 13,486 48 | 26,303 18 | 39,789 66 |
| " April | 12,116 43 | 20,335 46 | 32,511 89 |
| " May | 12,070 07 | 32,627 67 | 44,697 74 |
| " June | 13,462 58 | 22,881 70 | 36,344 28 |
| Total | \$162,741 07 | \$317,971 72 | \$480,712 79 |

INCOME FROM OTHER SOURCES.

| Sources. | In Illinois. |
|----------------------------------|--------------|
| From rents for use of road | \$30,861 42 |
| Telegraph | 2,401 27 |
| Miscellaneous | 2,619 36 |
| Total | \$35,882 05 |

TOTAL INCOME FROM ALL SOURCES.

| Sources. | In Illinois. |
|-------------------------------------|--------------|
| From passenger department | \$162,741 07 |
| From freight department | 317,971 72 |
| From other sources | 35,882 05 |
| Total income from all sources | \$516,594 84 |

DEDUCTIONS MADE FROM TRANSPORTATION EARNINGS.

| Average earnings. | In Illinois. |
|---|------------------|
| Average passenger department earnings, per mile | \$1,561 81 |
| Average freight department earnings, per mile | 3,057 42 |
| Average gross transportation earnings, per mile | 4,967 26 |
| Average net transportation earnings, per mile | 1,833 08 |
| The ratio of passenger to freight earnings was | As 100 is to 195 |

OPERATING EXPENSES AND TAXES.

| Items of Operating Expenses. | In Illinois. |
|--|--------------|
| Salaries, general officers and clerks..... | \$13,594 54 |
| Law expenses..... | 367 94 |
| Insurance..... | 451 26 |
| Stationery and printing..... | 2,189 80 |
| Repairs or renewals—bridges (including culverts and cattleguards)..... | 3,649 13 |
| Repairs or renewals—buildings..... | 2,789 62 |
| Repairs or renewals—fences, road-crossings or signs..... | 4,486 87 |
| Renewals of rails..... | 16,115 40 |
| Renewals of ties..... | 30,264 58 |
| Repairs of roadway and track..... | 51,454 41 |
| Repairs of locomotives..... | 23,783 31 |
| Fuel for locomotives..... | 31,398 62 |
| Water supply..... | 3,067 75 |
| Oil and waste..... | 3,789 08 |
| Locomotive service..... | 36,016 38 |
| Repairs of passenger cars..... | 10,615 28 |
| Passenger train service..... | 14,615 62 |
| Passenger train supplies..... | 1,330 97 |
| Mileage of passenger cars (debit balance)..... | 5,826 29 |
| Repairs of freight cars..... | 10,074 21 |
| Freight train service..... | 21,887 01 |
| Freight train supplies..... | 563 39 |
| Mileage of freight cars (debit balance)..... | 949 96 |
| Telegraphic expenses (maintenance and operating)..... | 2,288 92 |
| Damage and loss of freight and baggage..... | 134 02 |
| Damage to property and cattle..... | 262 47 |
| Personal injury..... | 1,148 40 |
| Agents and station service..... | 23,905 27 |
| Station supplies..... | 3,915 54 |
| Total operating expenses..... | \$323,874 04 |
| Taxes..... | 17,736 76 |
| Total operating expenses and taxes..... | \$341,610 80 |

Average operating expenses (less taxes) per mile, \$3,106 48.

Average operating expenses (less taxes) per train mile, 57 1-10.

Proportion of operating expenses (less taxes) to earnings, 62 per cent.

EXPENSES IN ADDITION TO OPERATING EXPENSES AND TAXES.

| Paid for— | In Illinois. |
|---|--------------|
| Additional side tracks at Rockford..... | \$654 83 |
| Water tank at Shalabona..... | 1,326 37 |
| Interest on funded debt..... | \$1,981 20 |
| Total additional expenses..... | \$173,981 20 |

GENERAL EXHIBIT.

NET INCOME, DIVIDENDS, BALANCES.

| | |
|---|--------------|
| Total income..... | \$516,594 84 |
| Operating expenses, less taxes..... | 323,874 04 |
| Excess of income over operating expenses..... | \$192,720 80 |
| Less taxes..... | 17,736 76 |
| Excess of income over operating expenses and taxes..... | \$174,984 04 |
| Interest on funded debt..... | \$172,000 00 |
| Net income..... | \$2,984 04 |
| Balance for the year..... | \$2,984 04 |
| Balance (profit) last year..... | \$12,736 16 |
| Balance (profit)..... | \$345,270 20 |
| Water tank at Shalabona..... | \$1,326 37 |
| Rockford side track..... | 654 83 |
| | 1,981 20 |
| Balance (profit) carried forward to next year..... | \$343,289 00 |

CHARGES TO PROPERTY DURING THE YEAR.

| Dr. | Amount. |
|-----------------------------|------------|
| Construction and equipment: | |
| Water tank at Shabbona..... | \$1,326 37 |
| Side track at Rockford..... | 654 83 |
| Total charges..... | \$1,981 20 |
| Net additions..... | 1,981 20 |

GENERAL BALANCE SHEET.

| Assets. | | Liabilities. | |
|------------------------------------|----------------|----------------------------|----------------|
| Construction account..... | \$3,635,291 73 | Capital stock..... | \$1,428,000 00 |
| Equipment account..... | 286,424 56 | Funded debt..... | 2,150,000 00 |
| Other investments, as follows: | | Unfunded debt, as follows: | |
| Real estate..... | 18,893 00 | Interest unpaid..... | 46,000 00 |
| Prospecting new line..... | 1,464 41 | Vouchers and accounts..... | 29,977 95 |
| Cash items, as follows: | | Other liabilities: | |
| Cash..... | 63,696 45 | Profit and loss..... | 250,035 73 |
| Due from agents and companies..... | 19,651 08 | Income..... | 122,397 55 |
| Total assets..... | \$4,025,421 23 | Total liabilities..... | \$4,025,421 23 |

LOCAL EXHIBIT OF ILLINOIS BUSINESS.

INCOME, EXPENSES, BALANCES, ETC.

| | |
|---|--------------|
| * Total income..... | \$516,594 84 |
| From freights..... | \$317,971 72 |
| From passengers..... | 162,741 07 |
| From other sources..... | 35,882 05 |
| Total income..... | \$516,594 84 |
| Operating expenses, less taxes..... | 323,874 04 |
| Taxes..... | 17,736 76 |
| Excess of income over operating expenses and taxes..... | \$174,984 04 |
| Interest on funded debt..... | 172,000 00 |
| Net income on Illinois business..... | \$2,984 04 |

FUNDED DEBT IN DETAIL.

ON PROPERTY WITHIN THE STATE.

| Name of bond. | When issued. | When due. | Rate per cent. | Interest. When payable | Amount paid during year. | Amount of bonds. |
|---|--------------|----------------------|----------------|---------------------------|--------------------------|------------------|
| 1st mort., C. & I..... | Apr. | 1,1870 30 years..... | x | Semi-ann..... | | \$600,000 00 |
| 2d "..... | July | 1,1871 "..... | x | "..... | \$72,000 00 | 1,150,000 00 |
| 1st mort., C., R., & N..... | July | 1,1875 20 years..... | x | "..... | 20,000 00 | 250,000 00 |
| 2d "..... | Oct. | 1,1875 "..... | x | "..... | 60,000 00 | 150,000 00 |
| Average bonded debt per mile for 104 miles..... | | | | | | \$20,673 00 |

TOTAL LIABILITIES.

COMMON STOCK AND FUNDED DEBT ON PROPERTY WITHIN THE STATE.

| Stocks and Bonds. | Total. |
|------------------------|----------------|
| Common stock | \$1,428,000 00 |
| Bonded debt | 2,150,000 00 |
| Aggregate | \$3,578,000 00 |
| Average per mile | 34,403 85 |

ADDITIONAL INFORMATION.

This road has a contract with the United States Government for the transportation of mails, based upon the weight of mails and size of car, as per U. S. Statute.

The American Express Company does business on this road.

Chair car runs between Chicago and Rockford free. The Pullman Palace Car Company receives 3 cents per mile.

No preference is given to the freight cars or freight of any transportation companies.

The running arrangements with other railroad companies consists entirely in mutual interchange of business.

This company has what are known as pooling arrangements at Rochelle, Rockford and Forreston, with the Illinois Central, Chicago and Northwestern, and the Chicago, Milwaukee and St. Paul Roads.

Such contracts operate only at points specified above.

These arrangements are entered into to secure on business between common points with other roads reasonable rates of freight, in no case exceeding those laid down by the schedules of the Railroad Commissioners.

As a rule, there is little difference in the freight rates at pooling points as compared with other points, though in a few cases the rates at pooling points may be a little lower.

We do not pretend to determine exactly which is through and which is local freight, as definitions by different persons vary greatly. As a rule, through freight has been considered in this report as that passing over the whole length of the road.

STATEMENT OF ACCIDENTS.

Only one accident was reported on this road during the year—F. A. Austin, a conductor, dying August 18, 1885, as supposed from stoppage of action of the heart, caused by assault by a drunken passenger.

CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

ORGANIZATION AND CONSTRUCTION.

The Chicago, Milwaukee and St. Paul Railway Company was organized by William Wallace Pratt and William H. White, purchasers of a portion of the LaCrosse and Milwaukee Railroad, on the fifth day of May, 1863, by the name of the Milwaukee and St. Paul Railway Company, under the Revised Statutes of the State of Wisconsin of 1858. The name of the Company was changed to the Chicago, Milwaukee and St. Paul Railway Company, February 11, 1874, by a vote of the Company in pursuance of the General Laws of Wisconsin relating to railways, passed in 1872. No consolidations were ever made with any other company.

This Company has a lease of the Chicago, Milwaukee and St. Paul Railway Company of Illinois, extending from Chicago to the State Line, 47 miles. No annual rental paid. John W. Cary, of Milwaukee, is President of said Company. Said Company was organized under the General Railroad Law of the State of Illinois on the first day of April, 1872. This Company has also a lease of the Western Union Railroad, extending from Racine, in Wisconsin, to Beloit, Wisconsin, and thence, by way of Savanna, to Rock Island Junction a distance of 192 miles, with a branch from Elkhorn to Eagle, 17 miles, and a branch from Watertown to the Coal Mines, about 4 miles. Alexander Mitchell, of Milwaukee, is President of said company.

The Western Union Railroad Company was organized in January, 1866, by the purchasers of a portion of the Racine and Mississippi Railway Company—a company which was chartered in Wisconsin by an act approved April 17, 1852, and in the State of Illinois by act to incorporate the Rockton and Freeport Railroad Company, approved February 10, 1853, and amended by an act approved March 1, 1854; another act approved February 12, 1855; another one February 14, 1855, and by an act approved February 14, 1857, and perhaps by other acts. This Company was then consolidated with the Northern Illinois Railroad Company—a company chartered by an act approved February 24, 1859, an act approved February 16, 1865, and said consolidations were also made under the act approved February 21, 1863, in the State of Illinois, and a similar act approved in the State of Wisconsin, April 1, 1863. This statement in regard to the incorporation of said Company in Illinois is made from hearsay, according to the best knowledge now possessed by this Company.

This Company also has a lease of the Chicago and Pacific Railroad, extending from Chicago to Lanark Junction, in Illinois, a distance of 115 miles, of which company Edwin Walker, of Chicago, is President, and was chartered by an act of the Legislature of the State of Illinois, the date of which we are unable to state. No annual rental paid on this lease. In all three of these leases the rental for the term was paid at the time of making the leases.

The Company owns, in addition to the leased lines above named, over 4,000 miles of railroad, situated in the States of Wisconsin, Minnesota and Iowa, and the Territory of Dakota, a portion of which was embraced in the original articles of association, and the remainder of which has been built or purchased by said company since its organization, the particulars in regard to which we suppose are not required to be given in this report, as no part of it is in the State of Illinois.

OFFICERS.

| | |
|--|--------------------|
| President, Alexander Mitchell..... | Milwaukee, Wis. |
| Vice-President, Julius Wadsworth..... | New York, N. Y. |
| Second Vice-President, John B. Dumont..... | New York, N. Y. |
| General Solicitor, John W. Cary..... | Milwaukee, Wis. |
| Secretary, P. M. Myers..... | Milwaukee, Wis. |
| Treasurer, R. D. Jennings..... | Milwaukee, Wis. |
| General Auditor, J. P. Whaling..... | Milwaukee, Wis. |
| Comptroller, E. G. Sewall..... | Milwaukee, Wis. |
| General Manager, Roswell Miller..... | Milwaukee, Wis. |
| Assistant General Manager J. F. Tucker..... | Milwaukee, Wis. |
| General Superintendent, J. T. Clark..... | Milwaukee, Wis. |
| Assistant General Superintendents: | |
| C. H. Prior..... | Minneapolis, Minn. |
| A. J. Earling..... | Milwaukee, Wis. |
| D. A. Olin..... | Racine, Wis. |
| Division Superintendents in Illinois: | |
| G. O. Clinton..... | Chicago, Ill. |
| S. J. Collins..... | Milwaukee, Wis. |
| Chief Engineer, D. J. Whittemore..... | Milwaukee, Wis. |
| General Freight Agent, A. C. Bird..... | Milwaukee, Wis. |
| General Passenger Agent, A. V. H. Carpenter..... | Milwaukee, Wis. |
| General Ticket Agent, A. V. H. Carpenter..... | Milwaukee, Wis. |
| Purchasing Agent, John T. Crocker..... | Milwaukee, Wis. |
| Superintendent of Telegraph, G. E. Simpson..... | Milwaukee, Wis. |
| General Baggage Agent, D. M. Christie..... | Milwaukee, Wis. |
| General Master Mechanic, J. M. Lowry..... | Milwaukee, Wis. |

General office at Milwaukee, Wis.

Date of annual election: June.

DIRECTORS.

| | |
|-------------------------|-----------------|
| Alexander Mitchell..... | Milwaukee, Wis. |
| Julius Wadsworth..... | New York City |
| J. B. Dumont..... | New York, N. Y. |
| Selah Chamberlain..... | Cleveland, Ohio |
| Joseph Wilbank..... | New York, N. Y. |
| Jas. T. Woodward..... | New York, N. Y. |
| Wm. Rockefeller..... | New York, N. Y. |
| Peter Geddes..... | New York, N. Y. |
| Hugh T. Diekey..... | New York, N. Y. |
| James Stillman..... | New York, N. Y. |
| Jno. Plankinton..... | Milwaukee, Wis. |
| P. D. Armour..... | Chicago, Ill. |
| J. C. Easton..... | LaCrosse, Wis. |

CAPITAL STOCK.

| | |
|---|-----------------|
| Amount of common stock..... | \$30,904,261 00 |
| Amount of preferred stock..... | 21,540,900 00 |
| Number of stockholders in Illinois..... | 41 |
| Number elsewhere..... | 2,405 |
| Amount of stock held in Illinois..... | 703,400 00 |
| Number of shares held in Illinois..... | 7,034 |

FUNDED DEBT IN DETAIL.

| Name of Bond. | When issued. | When due. | Interest. | | Amount of bonds. |
|---|--------------|-----------|----------------|----------------|------------------|
| | | | Rate per cent. | When payable. | |
| Consolidated mortgage bonds..... | 1875 | 1905 | 7 | Jan. and July | \$11,263,000 00 |
| old issue..... | 1874 | 1904 | 7 | " " | 207,000 00 |
| Terminal bonds..... | 1884 | 1914 | 5 | " " | 3,000,000 00 |
| Income Sinking Fund Convertible..... | 1886 | 1916 | 5 | " " | 2,000,000 00 |
| 1st mortgage La Crosse Division..... | 1863 | 1893 | 7 | " " | 5,279,000 00 |
| Iowa and Minnesota Division..... | 1867 | 1897 | 7 | " " | 3,198,000 00 |
| Prairie Du Chien Division..... | 1868 | 1898 | 8 | Feb. and Aug. | 3,674,000 00 |
| 2d | 1868 | 1898 | 7 3/4 | " " | 1,241,000 00 |
| 1st | 1873 | 1903 | 7 | Jan. and July | 2,393,000 00 |
| Chicago and Milwaukee Division..... | 1872 | 1902 | 7 | " " | 2,992,000 00 |
| St. Paul (or River) Division..... | 1872 | 1902 | 7 | " " | 812,500 00 |
| Sterling..... | 1869 | 1899 | 7 | " " | 541,000 00 |
| Iowa and Dakota Division..... | 1878 | 1908 | 7 | " " | 3,505,000 00 |
| Extension..... | 1872 | 1902 | 7 | " " | 89,000 00 |
| Hastings and Dakota..... | 1880 | 1910 | 7 | " " | 5,680,000 00 |
| Extension..... | 1879 | 1909 | 6 | " " | 4,000,000 00 |
| Southwestern Division..... | 1879 | 1919 | 5 | " " | 2,500,000 00 |
| LaCrosse and Davenport..... | 1880 | 1910 | 6 | " " | 3,000,000 00 |
| Chicago and Pacific Division..... | 1881 | 1921 | 5 | " " | 18,540,000 00 |
| Chicago and Pacific Western Div..... | 1880 | 1910 | 6 | " " | 7,432,000 00 |
| Southern Minnesota Division..... | 1880 | 1910 | 5 | " " | 2,840,000 00 |
| Mineral Point Division..... | 1880 | 1920 | 6 | " " | 6,643,000 00 |
| Dubuque Division..... | 1880 | 1920 | 6 | " " | 1,683,000 00 |
| Wisconsin Valley Division..... | 1881 | 1921 | 5 | " " | 4,755,000 00 |
| Wisconsin and Minnesota Division..... | 1881 | 1921 | 5 | " " | 1,360,000 00 |
| Chicago and Lake Superior Division..... | 1880 | 1890 | 7 | " " | 159,000 00 |
| Land Grant Income..... | 1883 | 1890 | 7 | " " | 1,280,000 00 |
| 2d series..... | 1884 | 1894 | 5 | Mar. and Sept. | 225,000 00 |
| Real Estate Mortgage..... | 1885 | 1890 | 5 | Apr. and Oct. | 50,000 00 |
| Minnesota Central Railroad..... | 1861 | 1891 | 7 | Jan. and July | 123,000 00 |
| Milwaukee and Western Railroad..... | 1861 | 1891 | 7 | " " | 215,000 00 |
| Wisconsin Valley Railroad..... | 1879 | 1909 | 7 | " " | 1,106,500 00 |
| Oshkosh and Mississippi River Railway..... | 1871 | 1891 | 8 | " " | 35,000 00 |
| Fargo and Southern Railway, 1st mortgage..... | 1883 | 1921 | 6 | " " | 2,250,000 00 |
| Income..... | 1885 | 1895 | 6 | Apr. and Oct. | 200,000 00 |
| Total..... | | | | | \$103,271,000 00 |

Total outstanding June 30, 1886, \$6,139,506.48.

Average bonded debt per mile for 4,920.68 miles, \$20,987.00.

UNFUNDED DEBT IN DETAIL.

| On what account. | Amount. |
|---------------------------------------|----------------|
| Interest unpaid..... | \$57,186 78 |
| Dividends unpaid..... | 52,465 76 |
| Vouchers and pay-rolls (current)..... | 1,889,588 38 |
| Total..... | \$1,999,240 92 |

TOTAL LIABILITIES.

COMMON AND PREFERRED STOCK AND FUNDED AND UNFUNDED DEBT.

| Stocks and Bonds. | Total. |
|---|------------------------------|
| Common stock..... | \$30,904,261 00 |
| Preferred stock..... | 21,540,990 00 |
| Bonded debt..... | 103,271,000 00 |
| Floating debt..... | (in excess of assets, none.) |
| Aggregate..... | \$157,715,491 92 |
| Average per mile, for 4,920.68 miles..... | 31,645 00 |

LENGTH OF TRACK.

MILES OF ROAD.

| From— | To— | Wisconsin. | Illinois. | Iowa. | Minnesota. | Dakota. | Total. |
|-------------------------------|---------------------------------|------------|-----------|--------|------------|---------|--------|
| Milwaukee. | Western Avenue, Chicago. | 37.59 | 44.67 | | | | 82.26 |
| P. C. and St. Louis Junction. | Milwaukee Avenue, Chicago. | | 3.40 | | | | 3.40 |
| Libertyville Junction. | West Libertyville. | | 3.00 | | | | 3.00 |
| Reine. | Kittredge. | 68.97 | 50.63 | | | | 119.60 |
| Savanna. | Port Byron Junction. | | 47.90 | | | | 47.90 |
| Eagle. | Elkhorn. | 16.59 | | | | | 16.59 |
| Watertown. | Hampton Mines. | | 4.25 | | | | 4.25 |
| Rockton. | Rockford. | | 15.15 | | | | 15.15 |
| Elk River Junction. | Clinton. | | | 10.65 | | | 10.65 |
| Davenport. | Jackson Junction. | | | 150.96 | | | 150.96 |
| Eldridge. | Maquoketa. | | | 32.30 | | | 32.30 |
| Farley. | Par. Ita. | | | 43.63 | | | 43.63 |
| North Chicago. | Cornell Bluffs Transfer. | | 110.23 | 349.18 | | | 489.41 |
| Gilewood. | Dunning. | | 2.68 | | | | 2.68 |
| Marion. | Ottumwa. | | | 96.28 | | | 96.28 |
| Milwaukee. | Prairie du Chien. | 194.40 | | | | | 194.40 |
| Prairie du Chien. | Prairie du Chien Bridge Switch. | | | | | | 30 |
| Mazomanie. | Prairie du Lac. | 10.34 | | | | | 10.34 |
| Lone Rock. | Richland center. | 16.00 | | | | | 16.00 |
| Milwaukee. | West Milwaukee Junction. | | | | | | 67 |
| Milton. | Shullsburg. | 76.70 | | | | | 76.70 |
| Jamesville. | Beloit Junction. | 13.86 | | | | | 13.86 |
| Brookhead. | Albany. | 7.15 | | | | | 7.15 |
| Warren. | Mineral Point. | 31.74 | 1.01 | | | | 32.75 |
| Camanche. | Platteville. | 18.00 | | | | | 18.00 |
| Milwaukee. | LaCrosse. | 196.33 | | | | | 196.33 |
| Madison. | Portage. | 39.00 | | | | | 39.00 |
| Watertown Junction. | Madison. | 36.48 | | | | | 36.48 |
| Lisbon. | Necedah. | 12.86 | | | | | 12.86 |
| Viroqua Junction. | Viroqua. | 32.20 | | | | | 32.20 |
| North LaCrosse. | Onalaska. | 3.76 | | | | | 3.76 |
| LaCrosse Lycee Track. | Onalaska. | 75 | | | | | 75 |
| Tomah. | Monrill. | 108.53 | | | | | 108.53 |

Length of Track—Continued.

| From— | To— | Wisconsin. | Illinois. | Iowa. | Minnesota. | Dakota. | Total. |
|------------------------------|-----------------------------------|------------|-----------|--------|------------|---------|--------|
| North Milwaukee | Portage | 35.08 | | | | | 35.08 |
| Beaver Dam Junction | Beaver Dam | 2.69 | | | | | 2.69 |
| Fox Lake Junction | Fox Lake | 2.70 | | | | | 2.70 |
| Horton | Berlin | 42.30 | | | | | 42.30 |
| Rush Lake | Winneconne | 14.80 | | | | | 14.80 |
| West Milwaukee | Schwartzburg | 6.39 | | | | | 6.39 |
| Ripon | Oshkosh | 20.00 | | | | | 20.00 |
| Brandon | Markesan | 11.46 | | | | | 11.46 |
| Cement Line Junction | Rock | 1.00 | | | | | 1.00 |
| Iron Ridge Junction | Fond du Lac | 27.67 | | 136.62 | 24.33 | | 27.67 |
| Sabula Junction | River Junction | | | 58.17 | | | 58.17 |
| Turkey River Junction | West Union | | | 35.62 | | | 35.62 |
| Redoxne Junction | Cascade | | | 22.81 | | | 22.81 |
| Waukon Junction | Waukon | | | | | | |
| Caladonia Junction | Prescott | | | | 17.52 | | 17.52 |
| Bridge Switch | St. Paul | | | | 128.51 | | 128.51 |
| St. Paul (Chestnut street) | St. Paul Junction | | | | 3.30 | | 3.30 |
| St. Paul Junction | Minneapolis (Short Line Junction) | | | | 8.30 | | 8.30 |
| Wabasha | Stillwater | | | | 24.30 | | 24.30 |
| Central Junction | Zumbrita | | | | 60.09 | | 60.09 |
| Red Cedar Junction | Central Falls | 39.55 | | | 1.76 | | 41.31 |
| McGregor | Cedar Falls | 1.42 | | | | | 1.42 |
| Conover | Minneapolis | 20.67 | | | | | 20.67 |
| Rednah Junction | Decorah | | | 84.78 | 130.61 | | 215.42 |
| Northfield | Stella | | | 14.33 | | | 14.33 |
| Calmar | Cannon Junction | | | | 31.98 | | 31.98 |
| Mason City | Chamberlain | | | | | 149.92 | 149.92 |
| Emmettsburg | Austin | | | 249.28 | 11.31 | | 260.59 |
| Steger | Estherville | | | 27.95 | | | 27.95 |
| Marion Junction | Running Water | | | 22.50 | | | 22.50 |
| Elk Point | Sioux Falls | | | 20.02 | | | 20.02 |
| Sioux City | Scotland | | | 33.71 | | 62.31 | 96.02 |
| Rock Valley | Eden | | | 5.60 | | 26.21 | 31.81 |
| North La Porte | Woonsocket Junction | | | 8.30 | | 82.78 | 91.08 |
| Sioux Falls Junction | Sioux Falls | 1.39 | | | 209.15 | 97.39 | 308.04 |
| Wells | Mankato | | | | | 32.05 | 32.05 |
| Hastings | Oranville | | | | 40.00 | | 40.00 |
| Minneapolis (S. C. Junction) | Benton Junction | | | | 202.10 | | 202.10 |
| | | | | | 25 | | 25.86 |

| | | | |
|----------------------------------|------------------------------------|----------|----------|
| Ortonville Junction..... | Aberdeen..... | 107.46 | 108.94 |
| Aberdeen..... | End of track west of Tuswiche..... | 26.52 | 26.52 |
| Mitchell (L. & D. Junction)..... | .. north of Ellendale..... | 167.52 | 167.52 |
| Milbank Junction..... | .. northwest of Wilnot..... | 33.00 | 33.00 |
| Fargo..... | Ortonville (H. & D. Junction)..... | 70.08 | 116.97 |
| June 30, 1886..... | 1,228.74 | 309.92 | 1,411.82 |
| | | 1,103.73 | 866.47 |
| | | | 4,920.68 |

R. R.—9

Main line and branches, 4,920.68 miles. In Illinois, 309.92 miles.

Double track on main line, 25.57

Sidings on main line, 7.00

Avg. length of all tracks, 5.77867

Proportion of road in Illinois, 6.30 per cent.

Length reported June 30, 1885.....

Add corrections.....

Add road purchased during year.....

Length June 30, 1886.....

RAILS AND TIES—ILLINOIS.

| | |
|----------------------------------|--------------|
| Iron— | |
| On road..... | 66.56 miles |
| Average weight per yard..... | 56 pounds. |
| Steel— | |
| On road..... | 243.36 miles |
| Average weight per yard..... | 60 pounds. |
| Re-laid during the year..... | 32.90 miles. |
| Ties— | |
| Average number per mile..... | 351 |
| Number laid during the year..... | 108,974 |

BRIDGES.

| | | |
|--|----------|--------------------|
| Number of wooden in Illinois..... | 32..... | length 3,487 feet |
| Number of iron in Illinois..... | 8..... | length 3,830 feet |
| Number of piling in Illinois..... | 415..... | length 23,836 feet |
| Number of combination in Illinois..... | 1..... | length 325 feet |
| Total..... | 456..... | length 31,478 feet |

BUILT DURING THE YEAR IN ILLINOIS.

Several wooden trusses taken down, and replaced with iron.

FENCING.

| Kind of Fence. | Whole Line. | | In Illinois. | |
|----------------------------|---------------------|------------------|---------------------|------------------|
| | Length in miles. | Cost per rod. | Length in miles. | Cost per rod. |
| Post and board..... | 2,595.75 | Av., 80c. | 299.00 | Av., 80c. |
| Wire..... | 2,570.14 | " 60c. | 87.55 | " 60c. |
| Total..... | 5,165.89 | | 386.55 | |
| Built during the year..... | 540.82 | | 22.00 | |

STATIONS.

| | |
|---|-----|
| Number in Illinois..... | 195 |
| Number out of Illinois..... | 819 |
| Total on whole line, including flag stations..... | 914 |

EQUIPMENT.

| Description. | Whole line. | Total. |
|--|-------------|--------|
| Locomotives— | | |
| Passenger and freight | 681 | 684 |
| Passenger equipment— | | |
| Coaches | 284 | |
| Sleepers | 18 | |
| Dining cars | 10 | |
| Parlor cars | 8 | |
| Officers' cars | 9 | |
| Express, baggage and mail cars | 217 | |
| Freight equipment— | | 576 |
| Box cars | 13,779 | |
| Stock cars | 2,320 | |
| Caboosees | 406 | |
| Flat and coal cars | 4,304 | |
| Other cars | 52 | |
| | | 20,861 |
| Total number cars of all classes | | 21,437 |

Platform and coupler used, Miller.

Brake used, air brake.

AVERAGE LIFE OF LOCOMOTIVES, CARS, RAILS, TIES, BRIDGES, ETC.

| Equipment and Superstructure. | Average life in years. |
|-------------------------------|------------------------|
| Locomotives— | |
| Passenger | 10 |
| Freight | 10 |
| Cars— | |
| Passenger | 10 |
| Baggage | 10 |
| Box | 10 |
| Stock | 10 |
| Coal | 10 |
| Flat | 10 |
| Rails— | |
| Iron | 4 to 6 |
| Steel | 8 to 10 |
| Joint fastenings | 10 |
| Frogs | 3 |
| Ties— | |
| Oak | 12 |
| Pine | 4 |
| Hemlock | 4 |
| Cedar | 12 |
| Bridges— | |
| Wooden | 8 |
| Iron | not yet ascertained |
| Combination | 8 |
| Trestles | 8 |
| Piling | 6 to 8 |
| Telegraph poles— | |
| Cedar | 16 |
| Fence posts | 12 |

EMPLOYEES.

NUMBER, CHARACTER OF SERVICE, AND ANNUAL SALARIES OF EMPLOYEES.

| Average No. em- ployed. | Officers and Em-loyés. | Average yearly salary. | Aggregate yearly salary. |
|-------------------------------|--|------------------------------|--------------------------------|
| 18 | General officers..... | \$4,621 40 | \$83,185 26 |
| 3 | Assistant superintendents..... | 4,533 33 | 13,600 00 |
| 20 | Division and assistant division superintendents..... | 2,202 11 | 44,042 24 |
| 16 | Civil engineers..... | 1,550 40 | 24,806 37 |
| 10 | Master mechanics..... | 1,861 90 | 18,618 97 |
| 38 | Road masters..... | 1,138 20 | 43,251 71 |
| 667 | Clerks..... | 643 45 | 429,183 19 |
| 538 | Machinists..... | 764 18 | 411,130 56 |
| 596 | Passenger and freight conductors..... | 921 20 | 549,064 03 |
| 804 | Passenger and freight engineers..... | 1,092 13 | 878,075 57 |
| 812 | Firemen..... | 641 42 | 520,834 19 |
| 417 | Wipers..... | 447 62 | 186,656 48 |
| 304 | Baggagemen..... | 549 18 | 166,951 27 |
| 1,140 | Brakemen..... | 545 20 | 621,526 72 |
| 334 | Station agents not telegraph operators..... | 758 20 | 253,238 04 |
| 369 | Station agents also telegraph operators..... | 641 48 | 236,707 58 |
| 454 | Telegraph operators not station agents..... | 612 42 | 278,037 19 |
| 1,104 | Carpenters..... | 686 74 | 758,163 48 |
| 827 | Section foremen..... | 557 18 | 460,786 27 |
| 3,471 | Sectionmen..... | 363 08 | 1,260,262 18 |
| 3,475 | Laborers..... | 457 84 | 1,590,986 18 |
| 130 | Flagmen..... | 348 12 | 48,388 29 |
| 664 | Switchmen and watchmen..... | 670 24 | 445,036 84 |
| 181 | Bridge tenders and pumpers..... | 472 82 | 85,581 17 |
| 2,440 | Other employes..... | 623 78 | 1,522,028 95 |
| 18,841 | Total..... | | \$10,930,112 73 |

Of these employés, 2,043 are employed in Illinois, and their aggregate annual salary is \$1,234,123.31, (average, \$613.87).

TRAFFIC.

PASSENGERS AND FREIGHT CARRIED.

| | Whole line. | In Illinois. |
|---|---------------|--------------|
| Through passengers..... | 187,239 | 150,360 |
| Local passengers..... | 5,050,848 | 1,864,188 |
| Total passengers carried..... | 5,238,087 | 2,014,548 |
| Number of passengers carried one mile..... | 231,103,168 | |
| Average number cars in passenger train..... | 4 | |
| Average number of miles traveled by each passenger..... | 44.8 | |
| Average receipts per passenger per mile..... | cts. 2.46 | |
| Average cost per passenger per mile..... | cannot state | |
| Through freight, in tons..... | 538,661 | 134,316 |
| Local freight, in tons..... | 6,010,343 | 1,366,920 |
| Total tons freight carried..... | 6,549,004 | 1,501,236 |
| Average tons of freight carried one mile..... | 1,352,320,247 | |
| Average number of cars in freight train..... | 16 | |
| Average number tons of freight per train..... | 141 | |
| Average number tons of freight per loaded car..... | 8.82 | |
| Average receipt per ton freight per mile..... | cts. 1.25 | |
| Proportion freight carried in Illinois—forwarded..... | 23 per cent. | |

FREIGHT CLASSIFIED.

| | Whole line tons. | In Illinois tons forwarded |
|--|---------------------|----------------------------------|
| Corn..... | 143,986 | 21,763 |
| Wheat..... | 711,677 | 11,657 |
| Rye..... | 39,864 | 7,801 |
| Oats and barley..... | 367,094 | 37,103 |
| Flour..... | 142,488 | 8,311 |
| Provisions..... | 94,818 | 16,611 |
| Salt..... | 52,657 | 13,270 |
| Agricultural implements..... | 59,476 | 22,928 |
| Manufactures..... | 31,744 | 1,737 |
| Lumber..... | 1,158,049 | 75,351 |
| Other forest products..... | 214,506 | 33,955 |
| Horses and mules..... | 19,309 | 4,211 |
| Cattle..... | 147,229 | 24,107 |
| Hogs and sheep..... | 206,161 | 20,325 |
| Iron, lead and other mineral products..... | 182,754 | 103,560 |
| Stone, brick, sand, lime, clay, cement and stucco..... | 365,880 | 85,712 |
| Coal..... | 682,877 | 358,839 |
| Merchandise..... | 547,472 | 232,531 |
| Other articles..... | 1,091,963 | 418,465 |
| Total tons..... | 6,549,004 | 1,501,230 |

MILEAGE.

TRAIN MILEAGE.

| Trains. | Whole line. | In Illinois. |
|--|-------------|--------------|
| Passenger..... | 6,063,077 | 821,233 |
| Freight..... | 9,266,145 | 1,199,660 |
| Mixed..... | 505,475 | 8,874 |
| Excursion..... | 15,834,697 | 2,032,767 |
| Construction..... | 969,723 | 66,712 |
| Switching: Passenger and freight trains..... | 3,891,686 | 714,437 |
| Total train mileage..... | 29,696,106 | 2,813,936 |

CAR MILEAGE.

| Cars. | Whole line. | In Illinois. |
|---|-------------|--------------|
| Passenger, mail, baggage and express..... | 21,949,321 | 3,496,090 |
| Parlor, sleeping and dining..... | 4,592,849 | 910,356 |
| Freight, loaded and empty..... | 212,133,181 | 31,634,841 |
| Wood, gravel, etc..... | 9,688,720 | 667,119 |
| Total car mileage..... | 251,364,371 | 36,905,313 |
| Empty freight car mileage..... | 58,885,686 | 8,504,788 |

PASSENGER MILEAGE AND FREIGHT TONNAGE.

| Passenger Mileage. | Whole line | In Illinois. | Freight tonnage. | Whole line | In Illinois. |
|--------------------------|-------------|--------------|----------------------------|---------------|--------------|
| Through..... | 48,622,156 | 9,575,789 | Through..... | 134,192,183 | 25,751,141 |
| Local..... | 182,481,012 | 39,715,188 | Local..... | 1,218,128,061 | 168,790,430 |
| Total pass. mileage..... | 231,003,168 | 49,290,977 | Total freight tonnage..... | 1,352,320,247 | 194,541,571 |

INCOME.

MONTHLY TRANSPORTATION EARNINGS—WHOLE LINE.

| Months. | From pas- senger department. | From freight department. | Total. |
|---------------------|------------------------------------|--------------------------------|-----------------|
| 1885, July | \$652,313 16 | \$1,226,477 48 | \$1,878,790 64 |
| " August | 641,509 03 | 1,102,875 46 | 1,744,384 49 |
| " September | 703,976 22 | 1,537,776 25 | 2,241,752 47 |
| " October | 631,048 19 | 2,208,091 86 | 2,839,140 05 |
| " November | 574,687 77 | 1,935,065 06 | 2,509,752 83 |
| " December | 528,285 77 | 1,649,444 73 | 2,177,730 50 |
| 1886, January | 429,198 70 | 1,000,957 58 | 1,430,156 28 |
| " February | 455,212 58 | 1,085,310 70 | 1,540,523 48 |
| " March | 605,439 97 | 1,416,830 49 | 2,020,270 46 |
| " April | 538,783 11 | 1,139,977 03 | 1,733,760 14 |
| " May | 555,158 22 | 1,189,712 45 | 1,744,870 67 |
| " June | 632,469 06 | 1,395,130 01 | 2,027,599 07 |
| Total | \$7,001,081 98 | \$16,338,249 10 | \$23,339,331 08 |

IN ILLINOIS.

| Months. | From pas- senger department. | From freight department. | Total. |
|---------------------|------------------------------------|--------------------------------|----------------|
| 1885, July | \$97,805 27 | \$200,062 64 | \$297,867 91 |
| " August | 97,267 11 | 167,873 18 | 265,140 29 |
| " September | 107,286 04 | 230,959 27 | 338,245 31 |
| " October | 97,596 30 | 311,476 85 | 409,073 15 |
| " November | 85,740 77 | 279,233 15 | 364,973 92 |
| " December | 89,528 51 | 271,916 61 | 352,445 12 |
| 1886, January | 66,152 82 | 188,364 11 | 254,516 93 |
| " February | 67,351 00 | 227,713 42 | 295,064 42 |
| " March | 86,770 23 | 238,130 97 | 324,901 20 |
| " April | 86,139 91 | 177,795 18 | 263,935 09 |
| " May | 82,664 61 | 181,111 16 | 263,775 77 |
| " June | 96,234 35 | 220,771 76 | 317,006 11 |
| Total | \$1,051,536 92 | \$2,635,408 30 | \$3,746,945 22 |

INCOME FROM OTHER SOURCES.

| Sources. | Whole line. | In Illinois. |
|--|--------------|----------------|
| Proportional gross earnings in Illinois on mileage basis | | \$1,539,257 56 |
| per mile in Illinois on mileage basis | | 4,966 63 |
| From rents | \$37,697 13 | 18,512 59 |
| From stock yards | 89,352 07 | |
| From telegraph | 16,169 02 | 957 42 |
| From elevators | 356,611 11 | |
| Total | \$899,859 36 | \$19,469 92 |

TOTAL INCOME FROM ALL SOURCES.

| Sources. | Whole line. | In Illinois. |
|-------------------------------------|-----------------|----------------|
| From passenger department | \$7,001,081 98 | \$1,051,536 92 |
| From freight department | 16,338,249 10 | 2,635,408 30 |
| From other sources | 899,859 36 | 19,469 92 |
| Total income from all sources | \$24,139,190 44 | \$3,746,415 14 |

DEDUCTIONS MADE FROM TRANSPORTATION EARNINGS.

| Average earnings. | Whole line. | In Illinois. |
|--|------------------|------------------|
| Average passenger department earnings per mile | \$1,122 79 | \$3,892 93 |
| Passenger and one-third mixed trains, train mile | 1 12 | 1 27 |
| Average freight department earnings per mile | 3,112 26 | 8,695 11 |
| Freight and two-thirds mixed trains, train mile | 1 56 | 2 23 |
| Average gross transportation earnings per mile | 4,865 05 | 12,090 01 |
| Passenger, freight and mixed trains, train mile | 1 51 | 1 81 |
| Average net transportation earnings per mile | 1,978 67 | 5,101 11 |
| Freight, passenger and mixed trains, train mile | 61 | 82 |
| The ratio of passenger to freight earnings was | As 100 is to 242 | As 100 is to 256 |

OPERATING EXPENSES AND TAXES.

| Items of Operating Expenses. | Whole line. | In Illinois. |
|--|-----------------|----------------|
| Salaries general officers and clerks | \$195,547 77 | \$72,186 91 |
| Law expenses | 60,650 68 | 6,384 81 |
| Insurance | 64,335 82 | 16,014 65 |
| Stationery and printing | 159,286 78 | 26,574 86 |
| Outside agencies and advertising | 212,036 47 | 32,289 78 |
| Contingencies | 163,140 57 | 118,727 37 |
| Repairs or renewals—bridges including culverts and cattle-guards | 182,207 94 | 15,713 15 |
| Repairs or renewals—buildings | 156,891 33 | 14,122 06 |
| Repairs or renewals—fences, road crossings or signs | 87,033 02 | 9,206 43 |
| Renewals of rails | 872,845 52 | 91,571 14 |
| Renewals of ties | 641,798 17 | 67,431 72 |
| Repairs of roadway and track | 1,052,549 00 | 110,424 03 |
| Repairs of locomotives | 986,397 91 | 118,605 81 |
| Fuel for locomotives | 1,833,143 56 | 236,972 95 |
| Oil and waste | 171,000 89 | 21,962 36 |
| Locomotive service | 1,449,297 23 | 180,851 63 |
| Repairs of passenger cars | 446,191 88 | 39,345 86 |
| Passenger train service | 364,902 97 | 11,307 65 |
| Passenger train supplies | 87,697 73 | 14,416 17 |
| Repairs of freight cars | 948,795 23 | 126,169 65 |
| Freight train service | 775,418 80 | 94,152 49 |
| Freight train supplies | 31,857 36 | 5,311 97 |
| Mileage of freight cars (debit balance) | 86,163 71 | 12,978 20 |
| Damage and loss of freight and baggage | 17,286 45 | 4,361 72 |
| Damage to property and cattle | 44,916 26 | 1,020 67 |
| Personal injury | 101,656 73 | 12,181 66 |
| Agents and station service | 2,269,891 03 | 516,739 80 |
| Station supplies | 119,165 08 | 19,931 15 |
| Total operating expenses | \$14,262,916 52 | \$2,072,939 61 |
| Taxes | 715,471 80 | 68,118 07 |
| Total operating expenses and taxes | \$14,948,391 32 | \$2,141,357 71 |

Average operating expenses (less taxes) per mile, \$2,886.37.

Average operating expenses (less taxes) per train mile, 89¢.

Proportion of operating expenses less taxes to earnings, 58 per cent.

EXPENSES IN ADDITION TO OPERATING EXPENSES AND TAXES.

| | |
|----------------------------------|----------------|
| Interest | |
| On funded debt | \$6,139,506 18 |
| Dividends | |
| On common stock (5 per cent.) | 1,545,233 06 |
| On preferred stock (7 per cent.) | 1,332,865 99 |
| Total additional expenses | \$9,017,585 11 |

GENERAL EXHIBIT.

NET INCOME, DIVIDENDS, BALANCES.

| | |
|---|-----------------|
| Total income..... | \$24,439,199 43 |
| Operating expenses, less taxes..... | 14,202,916 52 |
| Excess of income over operating expenses..... | \$10,236,273 92 |
| Less taxes..... | 745,474 80 |
| Excess of income over operating expenses and taxes..... | \$9,490,799 12 |
| Interest on funded debt..... | 6,139,506 48 |
| Net income..... | \$3,351,292 64 |
| Dividends declared..... | 2,878,078 96 |
| Balance for the year..... | \$173,213 68 |
| Balance (profit) last year..... | 5,312,564 79 |
| Balance (profit)..... | \$5,785,778 47 |
| Premiums, interest, etc..... | 115,539 13 |
| Balance (profit) carried forward to next year..... | \$5,901,317 60 |

CHARGES TO PROPERTY DURING THE YEAR.

| | <i>Dr.</i> |
|--|----------------|
| Construction and equipment— | |
| New rolling stock..... | \$624,901 01 |
| Grading and ballasting..... | 56,680 31 |
| Bridges..... | 104,918 88 |
| Superstructure..... | 267,791 21 |
| Land..... | 158,902 17 |
| Fences..... | 18,909 09 |
| Passenger and freight stations..... | 75,740 91 |
| Engine and car houses..... | 7,329 76 |
| Shops, machinery and tools..... | 19,547 59 |
| Fuel and water stations..... | 14,494 30 |
| Discount, etc..... | 17,985 33 |
| Purchase of constructed road..... | 2,163,872 08 |
| Improvement of purchased roads..... | 1,096,511 77 |
| Construction of extensions and branches..... | 1,387,494 77 |
| Total charges..... | \$6,015,079 18 |
| Net additions..... | \$6,015,079 18 |

GENERAL BALANCE SHEET.

| Assets. | | Liabilities. | |
|---|------------------|-----------------------------|------------------|
| Construction, equipment and purchase accounts, etc..... | \$156,395,961 92 | Capital stock..... | \$52,445,161 00 |
| Other investments, as follows: | | Funded debt..... | 103,271,000 00 |
| Bonds, stock, etc., of other companies..... | 714,554 38 | Unfunded debt, as follows: | |
| Coal lands..... | 580,753 75 | Interest unpaid..... | 57,186 78 |
| Cash items as follows: | | Dividends unpaid..... | 52,165 76 |
| Cash..... | 2,489,841 33 | Vouchers and pay-rolls..... | 1,889,588 38 |
| Bills receivable..... | 327,165 58 | Other liabilities: | |
| Due from agents and companies..... | 1,029,169 20 | Income account..... | 5,901,317 60 |
| Cash assets, as follows: | | | |
| Materials and supplies..... | 2,019,873 36 | | |
| Total assets..... | \$163,616,719 52 | Total liabilities..... | \$163,616,719 52 |

LOCAL EXHIBIT OF ILLINOIS BUSINESS.

INCOME, EXPENSES, BALANCES, ETC.

| | |
|---|----------------|
| Total income | \$3,766,415 14 |
| Number of tons of local freight carried, forwarded in Illinois | 1,366,920 |
| Number of local passengers carried, forwarded in Illinois | 1,864,188 |
| Receipts per ton per mile on local freight carried in Illinois | 1 46 cents. |
| Receipts per ton per mile on all freight carried in Illinois | 1 39 cents. |
| Receipts per passenger per mile on local passengers carried in Illinois | 2 10 cents. |
| Receipts per passenger per mile on all passengers carried in Illinois | 2 03 cents. |
| Total income | \$3,766,415 14 |
| Operating expenses, less taxes | 2,672,939 64 |
| Taxes | 68,418 07 |
| Excess of income over operating expenses and taxes | 1,625,057 43 |

FUNDED DEBT.

No bonds have been issued on this road exclusively in Illinois.

TOTAL LIABILITIES.

COMMON AND PREFERRED STOCK AND FUNDED DEBT ON PROPERTY WITHIN THE STATE.

| Stocks and bonds. | Total. |
|---|----------------|
| Common stock (on basis of miles of road) | \$1,946,448 00 |
| Preferred stock (on basis of miles of road) | 1,356,714 00 |
| Bonded debt (on basis of miles of road) | 6,594,335 00 |
| Aggregate | \$9,897,497 00 |
| Average per mile, for 300.92 miles | 31,615 00 |

ADDITIONAL INFORMATION.

The rate of pay for transporting the U. S. mails, is not permanently fixed. The mails are weighed for periods fixed by the postoffice department, and upon the result of the weighing the rate of compensation is based.

The American and the United States Express Companies do business on the lines of this Company.

All fast freight lines doing business between eastern and northwestern points, run on the lines of this Company, paying regular rates and receiving mileage. This freight has no preference over other freight in same class.

Sleeping cars are run by the Pullman Palace Car Company, which makes its own regular charges for accommodations therein.

Dining cars are run by the C. M. & St. P. Ry. Co. Rate, 75 cents per meal.

Parlor cars are run by the C. M. & St. P. Ry. Co. Rates are from 25 cents to 50 cents, according to distance traveled.

The freight cars or freight of transportation companies or "lines" doing business on this road, are not given preference in speed or order of transportation in any particular.

This Company has pooling contracts with the Chicago, Burlington and Quincy R. R., and Chicago and Northwestern Ry. on its freight traffic between Chicago and Rockford, and Fulton, Illinois, in both directions; and with the Chicago and Northwestern Ry. on its freight traffic between Milwaukee and Racine and Rockford and Fulton, Illinois, in both directions.

The contracts operate at points named above.

The policy dictating these pooling contracts is for the preservation of uniform, reasonable rates of freight for all parties alike, and to prevent discrimination.

The freight rates at points where pools are in force are no higher, but are on the same general basis as at points where no pools exist.

We consider through freight to be all that freight that passes between important terminals, whether said freight is stopped at said terminals or goes beyond.

We consider local freight to be all that freight traffic between intermediate stations, as well as traffic between terminals and intermediate stations.

This Company has four machine shops in Illinois: two located at Chicago, one at Freeport and one at Savanna.

The amount of investment at each is as follows: at Chicago, \$10,309.76; at Freeport, \$4,904.89; at Savanna, \$7,336.66.

The Chicago shops employ 77 men, that at Freeport 26 men and that at Savanna 43 men. The work done at Savanna and Freeport consists of running repairs to locomotives; at Chicago, light and running repairs to locomotives, passenger and freight cars.

The work done at the shops in Illinois is for the entire line.

The average receipt per ton per mile, for the transportation of Illinois coal, for the year ending June 30, 1886, is estimated at 14-10c.

The gross number of tons of Illinois coal carried for the year ending June 30, 1886, was 79,565 tons.

STATEMENT OF ACCIDENTS.

KILLED AND INJURED DURING THE YEAR.

| No. | Name of person. | Occupation. | Cause of accident. | Date of accident. | Character of injury. | In Illinois. | |
|-------------|--------------------------|----------------------|--|-------------------|--------------------------------|--------------|----------|
| | | | | | | Killed. | Injured. |
| 1 | Fred Aracer. | Prackman. | Rail falling on foot. | July 1, 1885. | Big toe cut off. | | |
| 2 | Vojtech Urechota. | | Fell off moving train. | 3 | Killed. | | |
| 3 | Lewis Moll. | Laborer. | Struck by switch engine. | 16 | Both legs and one arm broken. | | |
| 4 | S. Briggs, alias Murphy. | | Fell off moving car. | 18 | Killed. | | |
| 5 | John Carnavan. | Section foreman. | Fell off hand-car and run over. | 23 | Ankle broken and back injured. | | |
| 6 | John McSorley. | Stationary engine r. | Thumb caught between cross-head and guide. | 25 | Thumb cut off. | | |
| 7 | Henry Koch. | Farmer. | Jumped off moving train. | 29 | Killed. | | |
| 8 | A. Schachtschaler. | Driver. | Run over by train. | 30 | | | |
| 9 | Chas. Swanson. | Contractor. | Struck at crossing. | Aug. 17 | Foot crushed. | | |
| 10 | Pat Kelley. | Tramp. | Boarding moving train. | 18 | Right foot crushed. | | |
| 11 | H. A. Tyler. | | | 23 | Killed. | | |
| 12 | Michael Hopkins. | Engine wiper. | Sitting on track—struck. | Sept. 22 | Thumb crushed. | | |
| 13 | Frank Tolken. | Machinist. | Pulling pin. | Oct. 1 | Top of finger cut off. | | |
| 14 | Matt Hilger. | | Stealing ride on front of mail car. | 2 | Leg broken. | | |
| 15 | C. F. Warwick. | | Supposed fell off train. | 6 | Killed. | | |
| 16 | Unknown man. | Coal heaver. | Struck by bucket. | 7 | Wrist broken. | | |
| 17 | John Wilf. | Helper. | Coupling cars. | 15 | Finger crushed. | | |
| 18 | Wm. Dunbar. | Teamster. | Got on crossing with horse. | 17 | Killed. | | |
| 19 | Anton Reisher. | | Struck at crossing. | 19 | | | |
| 20 | James White. | | Run over in yard. | 23 | Foot crushed. | | |
| 21 | Unknown man. | Laborer. | Knocked off side of car. | Nov. 3 | Killed. | | |
| 22 | John Kiley. | Caller. | Standing on track. | 15 | Foot crushed. | | |
| 23 | Bert Goodman. | | Boarding moving train. | 26 | Thumb crushed. | | |
| 24 | John Smith. | | Pulling pin. | | | | |
| 25 | Wm. H. Crowder. | Switchman. | Making coupling. | Dec. 1 | Finger crushed. | | |
| 26 | Frank Murphy. | | | | | | |
| Total | | | | | | 8 | 57 |
| Passengers. | | | | | | 2 | 17 |
| Employees. | | | | | | 19 | 39 |
| Others. | | | | | | | |

Statement of Accidents—Continued.

| No. | Name of person. | Occupation. | Cause of accident. | Date of accident. | Character of injury. |
|-----|------------------|---------------------|---|-------------------|--------------------------|
| 27 | Mike Nolan | Brakeman | Making coupling (stumbled) | Dec. 7, 1885 | Wrist broken |
| 28 | Otto Johnson | Stationary engineer | On track facing engine, struck | " 21 " | Arm broken |
| 29 | Peter Randolph | Engineer P. Handle | Struck at crossing | " 31 " | Killed |
| 30 | Thomas E. King | Engineer P. Handle | Pan Handle engine collided with St. Paul cars | Jan. 9, 1886 | " |
| 31 | Thomas O'Connell | Switchman (P. H.) | " | " 9 " | " |
| 32 | Jeremiah Burns | Switchman | Run over by cars | " 20 " | " |
| 33 | Jas. Donagan | Switchman | Making coupling | " 20 " | Hips crushed, died |
| 34 | A. H. Kellogg | Clock | " | " 20 " | Little finger cut off |
| 35 | Peter Johnson | Brakeman | Fell under coaches | Feb. 3 " | " |
| 36 | John Tipping | Switchman | Pulling pin | " 8 " | Killed |
| 37 | Jas. Thompson | Switchman | Fell off engine | " 10 " | Right arm cut off |
| 38 | John Devine | Fireman | Fell off train | " 12 " | Killed |
| 39 | Mrs. M. Parker | Fireman | " | " 17 " | " |
| 40 | J. C. McFarlen | Switchman | Standing on track, run over | " 3 " | " |
| 41 | August Brooker | Switchman | Making coupling | Apr. 3 " | Right hand crushed |
| 42 | John Crill | Stock man | Walking on track, run over | " 6 " | Killed |
| 43 | Alb. Shaner | Switchman | Fell between cars | " 8 " | " |
| 44 | Jas. Kavanaugh | Switchman | Making coupling | " 20 " | Right hand crushed |
| 45 | Mrs. A. M. Ertl | Laborer | Lying on track in yard, night | May 7 " | Killed |
| 46 | James Ryan | Laborer | Crossing ahead of train | " 12 " | " |
| 47 | Nicholas Rock | Laborer | Lying on rail, run over | " 22 " | Leg broken |
| 48 | John Tortora | Boy 13 years | Struck by hand car | " 27 " | Both legs crushed |
| 49 | John Murphy | Boys 13 years | Boarding moving cars | June 4 " | Killed |
| 50 | Thos. Taylor | Switch tender | Feeling ride, fell off | " 7 " | " |
| 51 | Gro. Cassidy | Switchman | Got foot under wheel | " 10 " | Foot crushed |
| 52 | Hazen Martinson | Switchman | Pulling pin | " 20 " | Right forefinger crushed |
| 53 | Fred Coleman | Brakeman | Stumbled on track, run over | " 20 " | Left arm cut off |
| 54 | Thomas Roush | Switchman | Train run into hand car | " 25 " | Killed |
| 55 | Robert Clark | Brakeman | Rail falling | " 25 " | Foot crushed |
| | | | Train collided | " 25 " | Killed |

CHICAGO AND NORTHWESTERN RAILWAY.

ORGANIZATION AND CONSTRUCTION.

| When built. | From— | To— | Miles. | Built by— | History of Organization. |
|-------------|-------------------------|----------------------|--------|---|---|
| 1848 | Chicago..... | Harlem..... | 10 | Galena and Chicago Union Railroad Co..... | Charter dated January 16, 1836. Amended March 4, 1837. Amended Feb. 24, 1847. Amended Feb. 25, 1854. Consolidated with Chicago and Northwestern Ry. Co., June 2, 1864. |
| 1849 | Harlem..... | Elgin..... | 33 | | |
| 1852 | Elgin..... | Rockford..... | 59 | | |
| 1853 | Rockford..... | Freeport..... | 28 | | |
| 1853 | Belvidere..... | Beloit..... | 29 10 | | |
| 1854 | Turner Junction..... | Dixon..... | 68 | | |
| 1855 | Dixon..... | Fulton..... | 39 | | |
| 1856 | Chicago..... | Turner Junction..... | 30 | | |
| 1862 | Kenosha..... | Rockford..... | 72 10 | Dixon, Rockford and Kenosha Railroad Co..... | Organized June 19, 1857. Consolidated with C. & N. W. Ry Co., January 19, 1864. |
| 1864 | Escanaba..... | Negaunee..... | 62 | Pepinula Railroad Co. of Michigan..... | Organized Feb. 3, 1862. Consolidated with C. & N. W. Ry. Co., Oct. 21, 1864. |
| 1870 | Winona Junction..... | Winona..... | 29 | LaCrosse, Trempealeau and Prescott Railroad Co..... | Organized March 6, 1857. Consolidated with C. & N. W. Railway Co., June 6, 1877. |
| 1800 | Beloit..... | Magnolia..... | 17 | Beloit & Madison R. R. Co | Organized July 1, 1852. Reorganized Sept. 18, 1862. Consolidated with C. & N. W. Ry. Co., Jan. 10, 1871. |
| 1864 | Magnolia..... | Madison..... | 31 80 | | |
| 1854 | Chicago..... | Cary..... | 38 50 | | |
| 1854 | Minnesota Junction..... | Fond du Lac..... | 29 | Rock River Valley Union Railroad Co..... | Organized Dec. 30, 1851. Consolidated with Rock River Valley Union R. R. Co., March 31, 1854, taking the name of "Chicago, St. Paul and Fond du Lac R. R. Co." |
| 1854 | Chicago..... | St. Paul..... | 29 | Chicago, St. Paul and Fond du Lac R. R. Co..... | Organized Feb. 9, 1850. Consolidated with Ill. & Wis. R. R. Co., March 31, 1855, taking the name of "Chicago, St. Paul and Fond du Lac R. R. Co." |
| 1855 | Cary..... | Janesville..... | 52 30 | Chicago, St. Paul and Fond du Lac Railroad Co..... | Formed by consolidation of the Illinois and Wisconsin Railroad Co. with the Rock River Valley Union Railroad Co., March 31, 1855. Sold under foreclosure June 2, 1859. The purchasers organized June 7, 1859, and formed the "Chicago and Northwestern Railway Co." |

Organization and Construction—Continued.

| When built. | From— | To— | Miles | Built by— | History of Organization. |
|-------------|---------------------------|---------------------------|--------|-----------|--------------------------|
| 1839 | Farmersville..... | Minnesota Junction..... | 57 | | |
| 1839 | Fond du Lac..... | Oshkosh..... | 17 | | |
| 1861 | Oshkosh..... | Appleton..... | 29 | | |
| 1862 | Appleton..... | St. Howard..... | 28.40 | | |
| 1871 | St. Howard..... | Marinette..... | 49.15 | | |
| 1872 | Marinette..... | Escanaba..... | 64.65 | | |
| 1876 | Nazareth..... | Lake Angelino..... | 6 | | |
| 1877 | Branches to mines..... | | 39.80 | | |
| 1872 | Chicago..... | Montrose..... | 5.20 | | |
| 1872 | Geneva..... | Batavia..... | 3.20 | | |
| 1873 | St. Branch Junction..... | River..... | 4.50 | | |
| 1873 | Madison..... | Winona Junction..... | 126.10 | | |
| 1879 | Extension..... | Appleton water power..... | 3.63 | | |
| 1883 | Batavia..... | Aurora..... | 6.20 | | |
| 1883 | Chicago..... | Wisconsin State Line..... | 44.76 | | |
| | Total..... | | 554.93 | | |
| 1855 | Wisconsin State Line..... | Milwaukee..... | 40.24 | | |
| 1853 | Milwaukee..... | Fond du Lac..... | 62.63 | | |
| 1859 | Sheboygan..... | Plymouth..... | 13.90 | | |
| 1860 | Plymouth..... | Glenbeulah..... | 5.70 | | |
| 1868 | Glenbeulah..... | Fond du Lac..... | 23.40 | | |
| 1871 | Fond du Lac..... | Princeton..... | 35.40 | | |

Chicago and Northwestern
Railway Co.

Organized June 7, 1859, by purchasers of the "Chicago, St. Paul and Fond du Lac Railroad."

Chicago and Milwaukee
Railroad Co.

Organized Feb. 17, 1851. Consolidated with "Green Bay, Milwaukee and Chicago Railroad Co." June 7, 1853, taking the name of "Chicago and Milwaukee Railway Co."

Green Bay, Milwaukee and
Chicago Railroad Co.

Organized March 13, 1851. Consolidated with Chicago and Milwaukee Railway Co. June 5, 1853, taking the name of "Chicago and Milwaukee Railway Co., which company was consolidated with the Chicago, Milwaukee and Northwestern Railway Co. March 19, 1881, and the last named company consolidated with the Chicago and Northwestern Railway Co. June 7, 1883.

Northwestern Union Rail-
way Co.

Chartered by act of Feb. 25, 1871, as "Milwaukee and Northwestern Railway Co." Name changed to "Northwestern Union Railway Co." by resolution of May 3, 1872. Consolidated with "Chicago and Milwaukee Railway Co." June 8, 1881, which company was consolidated with "Chicago, Milwaukee and Northwestern Railway Co." March 19, 1881, and the last named with C. & N. W. Ry. Co. June 7, 1883.

Sheboygan and Mississippi
Railroad Co.

Organized March 8, 1852. Sold out March 2, 1861. The purchasers then forming the "Sheboygan and Fond du Lac Railroad Co."

Sheboygan and Fond du Lac
Railroad Co.

Organized March 2, 1861, by the purchasers of the Sheboygan and Mississippi Railroad. Reorganized April 3, 1880, as the Sheboygan and Western Railway Co. Consolidated with the Chicago, Milwaukee and Northwestern Railway Co. March 19, 1881, and the last named consolidated with C. & N. W. Ry. Co. June 7, 1883.

| 1882 | Milwaukee | Madison | 80 04 | Mil. & Madison Railway Co | Organized May 15, 1880. Consolidated with Chicago and Tomah Railroad Co. Nov. 30, 1880 (retaining same name), and consolidated with "Chicago, Milwaukee and Northwestern Railway Co." March 19, 1881, which last named company has consolidated with the Chicago and Northwestern Railway Co., June 7, 1883. |
|------------------------------|--|--|---------------------------------|--|--|
| 1874 1877 | Galeana Phillips Corners | Platteville Conley | 31.51 8.50 | Galeana and Southern Wisconsin Railway Co. | (Organized March 2, 1877. Sold out May 3, 1879. Reorganized (by purchases) as "Galeana and Wisconsin Railroad Co." August 5, 1879. Consolidated with Chicago and Tomah Railroad Co. August 31, 1880. Consolidated with Milwaukee and Madison Railway Co. Nov. 30, 1880, which was consolidated with Chicago, Milwaukee and Northwestern Ry. Co. Mar. 19, 1881, and the last named consolidated with the Chicago & N. Western Ry. Co., June 7, 1883.) |
| 1878 1879 1880 1881 | Woodman Rankliff Junction Montfort Montfort | Lancaster Montfort Conley Madison | 31.8 13.50 8 60.84 | Chicago and Tomah Railroad Co. | (Organized Sept. 27, 1872. Consolidated with Galeana and Wisconsin Railroad Co., Aug. 31, 1880 (retaining same name). Consolidated with Milwaukee and Madison Railway Co., Nov. 30, 1880, which was consolidated with Chicago, Milwaukee and Northwestern Railway Co., March 19, 1881, and the last named consolidated with Chicago and Northwestern Railway Co., June 7, 1883.) |
| 1854 | Elgin | Genoa | 36.34 | Fox River Val. Railroad Co. | Organized June 18, 1852. Name changed to "Elgin and State Line Railroad Co." Feb. 12, 1859. Consolidated with State Line and Union Railroad Co., Oct. 8, 1880 (retaining its name), and consolidated with Chicago and Northwestern Railway Co., June 7, 1883. |
| 1871 | Genoa | Lake Geneva | 8.50 | State Line and Union Railroad Co. | Organized March 2, 1871. Consolidated with Elgin and State Line Railroad Co., Oct. 8, 1880, and the last named consolidated with Chicago and Northwestern Railway Co., June 7, 1883. |
| 1871 | Geneva | St. Charles | 2.40 | St. Charles Railroad Co. | Organized Feb. 18, 1859. Consolidated with Elgin and State Line Railroad Co., Jan. 8, 1881, and the last named with the Chicago and Northwestern Railway Co., June 7, 1883. |
| 1880 | Janesville | Afton | 6.10 | Rock River Railroad Co. | Organized March 18, 1880. Sold to C. & N. W. Ry. Co., March 16, 1883. |
| 1883 | Trempealeau | Galesville | 6.71 | Galesville and Miss. River Railroad Co. | Organized March 25, 1882. Sold to C. & N. W. Ry. Co., March 16, 1883. |
| 1871 1880 1882 1882 | Powers Quinnesec Florence Leon River Junction | Quinnesec Wis. State Line Crystal Falls Stambaugh | 21.71 6.37 46.69 19.50 | Memominee River Railroad Co. | (Organized Feb. 9, 1875. Consolidated with Menominee Railway Co., Oct. 15, 1880, (retaining same name) and with Chicago and Northwestern Railway Co., Sept. 14, 1889. |
| 1880 | Mich. State Line | Winnes Florence | 32.91 11 | Memominee Railway Co. | Organized Nov. 20, 1879. Consolidated with Menominee River Railroad Co., Oct. 15, 1880, which was consolidated with C. & N. W. Ry. Co., Sept. 14, 1882. |

Organization and Construction—Continued.

| When built | From— | To— | Miles. | Built by— | History of Original Company. |
|------------|----------------------|------------------|--------|---|--|
| 1882 | Narenda | Metropolitan | 34.86 | Escanaba and Lake Superior Railway Co. | Organized Nov. 24, 1880. Consolidated with C. & N. W. Ry. Co., Sept. 14, 1882. |
| 1882 | Branches to | Wines | 8.44 | | |
| 1887 | Clinton | Wheatland | 44 | | Organized Jan. 26, 1886. Leased to G. & C. U. R. R. Co., July 3, 1882. Purchased by C. & N. W. Ry. Co., July 1, 1884. |
| 1888 | Wheatland | Wisbon | 29 | | |
| 1889 | Wisbon | Cedar Rapids | 17.30 | | |
| 1890 | East end of bridge | | 1.30 | | Leased to Chicago, Iowa and Nebraska Railroad, June 26, 1862 and 1865. |
| 1895 | West end of bridge | | | | |
| 1861 | Cedar Rapids | Chelsea | 41 | Albany Railroad Bridge Co. C. & N. W. Ry. Co. | |
| 1861 | Chelsea | Marshall | 29 | | |
| 1862 | Marshall | Nevada | 29 | Cedar Rapids and Missouri River Railroad | Organized June 14, 1839. Leased to G. & C. U. Railroad Co., July 8, 1862. Purchased by C. & N. W. Ry. Co., July 2, 1881. |
| 1864 | Nevada | Boone | 23 | | |
| 1865 | Boone | Missouri River | 149.60 | | |
| 1867 | | | 2.60 | | |
| 1868 | Clinton | Lyons | 66.15 | Maple River Railroad Co. | Organized June 16, 1876. Leased to C. & N. W. Ry. Co., Nov. 23, 1876. Purchased by C. & N. W. Ry. Co., July 3, 1884. |
| 1877 | Maple River Junction | Mapleton | 12.76 | | |
| 1879 | Wall Lake | Sac City | 58.11 | | |
| 1883 | Sac City | Kingsley | 37 | Des Moines and Minneapolis Railroad Co. | Organized August 1, 1876. Leased to C. & N. W. Ry. Co., July 29, 1879. Purchased by C. & N. W. Ry. Co., Oct. 24, 1884. |
| 1874 | Des Moines | Ames | 29.34 | | |
| 1878 | Ames | Callahan | 8.50 | Stanwood and Tipton Railway Co. | Organized July 31, 1872. Pur. by C. & N. W. Ry. Co., Oct. 24, 1884. |
| 1872 | Stanwood | Tipton | | | Organized Feb. 8, 1866. |
| 1871 | Lyons | Amamosa | 70.97 | Iowa Midland Railway Co. | |
| 1871 | Boone | Coal Banks | 3.25 | Iowa Ry. Coal and Manufacturing Co. | Organized August 18, 1873. |
| 1881 | Carroll | Kirkman | 34.81 | Iowa Southwestern Railway Co. | Organized June 18, 1880. Pur. by C. & N. W. Ry. Co., Oct. 24, 1884. |
| 1882 | Manning | Audubon | 17 | | |
| 1871 | Tama | Toledo | 3 | | |
| 1880 | Toledo | Webster City | 80.39 | | |
| 1881 | Webster City | Eagle Grove | 14.76 | | |
| 1882 | Eagle Grove | Elmore | 66.41 | | |
| 1882 | Jewell Junction | Des Moines R. R. | 1.75 | Toledo and Northwestern Railway | Organized June 15, 1869. |
| 1881 | Eagle Grove | Willow Glen | 29.81 | | |
| 1882 | Willow Glen | Sioux Rapids | 38.29 | | |
| 1882 | Sioux Rapids | Hawarden | 77.10 | | |
| 1882 | Jewell Junction | Stratford | 15.63 | | |
| 1881 | Stratford | Lake City | 43.27 | | |
| 1882 | Cortland | Sycamore | 4.64 | | |
| 1884 | Valley Junction | Necedah | 16.06 | Sycamore and Cortland R. R. Co. Princeton and Western Railway Co. | Chartered June 29, 1858, and February 19, 1859. Organized August 1, 1883. |

| | | | |
|------|-----------------------|--------------------|----------|
| 1864 | Winona..... | Rochester..... | 49.50 |
| 1866 | Rochester..... | Waseca..... | 55.50 |
| 1870 | Waseca..... | Jamesville..... | 11 |
| 1871 | Jamesville..... | St. Peter..... | 23 |
| 1872 | St. Peter..... | New Ulm..... | 30 |
| 1874 | New Ulm..... | Gary..... | 119.50 |
| 1874 | Gary..... | Watertown..... | 31.48 |
| 1871 | Mankato Junction..... | Mankato..... | 3.75 |
| 1878 | Sleepy Eye..... | Redwood Falls..... | 24.40 |
| 1878 | Rochester..... | Zumbrota..... | 24.48 |
| 1878 | Eyota..... | Plainview..... | 15.61 |
| 1878 | Eyota..... | Chatfield..... | 11.46 |
| 1879 | Tracy..... | Dakota Line..... | 16.40 |
| 1879 | Dakota Line..... | Volga..... | 24.51 |
| 1880 | Volga..... | Pierre..... | 184.60 |
| 1881 | Ordway Junction..... | Ordway..... | 87.48 |
| 1882 | Ordway..... | Columbia..... | 5.17 |
| 1882 | Watertown..... | Clarke..... | 31 |
| 1882 | Clarke..... | Redfield..... | 40 |
| 1882 | Castlewood..... | Watertown..... | 43.83 |
| 1883 | Troquels..... | Hawarden..... | 125.49 |
| 1885 | Centerville..... | Yankton..... | 28.40 |
| 1885 | Belvidere..... | Spring Valley..... | 77 |
| | Total..... | | 3,918.71 |

OFFICERS.

| | |
|---|--|
| President, Albert Keep | Chicago, Ill. |
| Vice-President, M. L. Sykes | New York, N. Y. |
| General Solicitor, W. C. Goudy | Chicago, Ill. |
| Secretary, M. L. Sykes | New York, N. Y. |
| Treasurer, M. L. Sykes | New York, N. Y. |
| Auditor, J. B. Redfield | Chicago, Ill. |
| Comptroller, M. M. Kirkman | Chicago, Ill. |
| General Manager, M. Hughitt | Chicago, Ill. |
| General Superintendent, C. C. Wheeler | Chicago, Ill. |
| Assistant General Superintendents | <div> <div>W. S. Mellen</div> <div>S. Sanborn</div> </div> Chicago, Ill. Winona, Minn. |
| | <div> <div>E. J. Cuyler</div> <div>Charles Murray</div> <div>H. G. Burt</div> <div>M. Hopkins</div> <div>C. A. Swineford</div> <div>W. B. Linsley</div> <div>W. P. Covgrau</div> <div>J. S. Oliver</div> </div> Chicago, Ill. Chicago, Ill. Boone, Ia. Eagle Grove, Ia. Baraboo, Wis. Escanaba, Mich. Winona, Minn. Huron, Dak. |
| Division Superintendents | |
| Chief Engineer, E. H. Johnson | Chicago, Ill. |
| Traffic Manager, H. C. Wicker | Chicago, Ill. |
| General Freight Agent, H. R. McCullough | Chicago, Ill. |
| General Passenger Agent, R. S. Hair | Chicago, Ill. |
| General Ticket Agent, W. A. Thrall | Chicago, Ill. |
| Purchasing Agent, R. W. Hamer | Chicago, Ill. |
| Superintendent of Telegraph, G. H. Thayer | Chicago, Ill. |
| General Baggage Agent, N. A. Phillips | Chicago, Ill. |
| Master Mechanic, G. W. Tilton | Chicago, Ill. |

General office at Chicago, Ill.

Date of annual election, first Thursday in June.

DIRECTORS.

| | |
|-------------------|-------------------|
| Horace Williams | Clinton, Ia. |
| D. O. Mills | New York, N. Y. |
| John M. Burke | New York, N. Y. |
| Marvin Hughitt | Chicago, Ill. |
| N. K. Fairbank | Chicago, Ill. |
| W. L. Scott | Erie, Penn. |
| Percy R. Pym | New York, N. Y. |
| F. W. Vanderbilt | New York, N. Y. |
| W. K. Vanderbilt | New York, N. Y. |
| H. McK. Twombly | New York, N. Y. |
| John T. Blair | Blairstown, N. J. |
| A. G. Dulman | New York, N. Y. |
| David P. Kimball | Boston, Mass. |
| Chauncey M. Depew | New York, N. Y. |
| Samuel F. Barger | New York, N. Y. |
| Albert Keep | Chicago, Ill. |
| M. L. Sykes | New York, N. Y. |

CAPITAL STOCK.

| | |
|------------------------------------|-----------------|
| Amount of common stock | \$52,604,865 97 |
| Amount of preferred stock | 22,325,454 56 |
| Number of stockholders in Illinois | 112 |
| Number elsewhere | 3,087 |
| Amount of stock held in Illinois | 3,007,200 |
| Number of shares held in Illinois | 30,072 |

FUNDED DEBT IN DETAIL.

| Name of Bond. | When issued. | When due. | Rate percent | Interest. When payable. | Amount of bonds. |
|------------------------------------|---------------|---------------|--------------|----------------------------|------------------|
| Preferred sinking fund. | July 1, 1859 | Past due | 7 | | \$2,100 00 |
| General first mortgage. | | | 7 | | 3,900 00 |
| Beloit & Madison. | Jan. 1, 1863 | Jan. 1, 1888 | 7 | Jan. 1 & July 1 | 91,000 00 |
| Peninsula R. R. | July 1, 1863 | Sep. 1, 1898 | 7 | Mar. 1 & Sep. 1 | 152,000 00 |
| Consol. sinking fund. | Jan. 16, 1865 | Feb. 1, 1915 | 7 | Aug. 1 & Nov. 1 | 12,651,000 00 |
| Chicago & Mil. Ry. | July 1, 1863 | July 1, 1898 | 7 | Jan. 1 & July 1 | 1,700,000 00 |
| Mil. & Mad. Ry. | Sep. 1, 1880 | Sep. 1, 1905 | 6 | Mar. 1 & Sep. 1 | 1,600,000 00 |
| Chicago & Tomah. | | Nov. 1, 1905 | 6 | May 1 & Nov. 1 | 1,528,000 00 |
| Chi. Mil. & N. W. Ry. | May 1, 1882 | | 6 | | 750,000 00 |
| No. West. Union Ry. | June 1, 1872 | June 1, 1917 | 7 | Mar. 1 & Sep. 1 | 3,500,000 00 |
| Madison Extension. | Apr. 1, 1871 | Apr. 1, 1911 | 7 | Apr. 1 & Oct. 1 | 3,150,000 00 |
| Menominee Extension. | June 1, 1871 | June 1, 1911 | 7 | June 1 & Dec. 1 | 2,700,000 00 |
| General Consol. Gold. | Nov. 30, 1872 | Dec. 1, 1902 | 7 | | 12,343,000 00 |
| Menominee River R. R. | July 1, 1876 | July 1, 1906 | 7 | Jan. 1 & July 1 | 400,000 00 |
| Menominee River Extension. | Jan. 1, 1880 | | 7 | | 160,000 00 |
| Escanaba & Lake Superior Ry. | July 1, 1881 | July 1, 1901 | 6 | " " | 720,000 00 |
| Consolidated S. F. of 1879. | Oct. 1, 1879 | Oct. 1, 1929 | 6 | Apr. 1 & Oct. 1 | 6,305,000 00 |
| Sinking fund debenture of 1933. | May 1, 1883 | May 1, 1933 | 5 | May 1 & Nov. 1 | 8,155,000 00 |
| Debentures of 1909 | July 1, 1884 | Nov. 1, 1909 | 5 | " " | 10,000,000 00 |
| Chi., La. & Neb. | Aug. 15, 1862 | Aug. 15, 1892 | 7 | Feb. 1 & Aug. 1 | 4,000,000 00 |
| C. R. & M. R., 1st Div. | Aug. 1, 1861 | " 1, 1891 | 7 | " " | 129,000 00 |
| " " 2d " | " 1, 1863 | " 1, 1894 | 7 | " " | 700,000 00 |
| " " 7% mortgage. | May 1, 1866 | May 1, 1916 | 7 | May 1 & Nov. 1 | 582,000 00 |
| Maple River R. R. | June 1, 1884 | July 1, 1909 | 7 | June 1 & Dec. 1 | 2,352,000 00 |
| W. & St. P. R. R., 1st mortgage. | July 1, 1877 | 1, 1897 | 7 | Jan. 1 & July 1 | 769,000 00 |
| " " 2d " | Apr. 10, 1867 | Jan. 1, 1887 | 7 | " " | 402,500 00 |
| " " Ext. Gold. | Nov. 1, 1867 | Nov. 1, 1907 | 7 | May 1 & Nov. 1 | 1,276,000 00 |
| Minn. Valley Ry. | Dec. 1, 1871 | Dec. 1, 1916 | 7 | June 1 & Dec. 1 | 1,592,000 00 |
| R. & No. M. Ry. | Oct. 1, 1878 | Oct. 1, 1908 | 7 | Apr. 1 & Oct. 1 | 4,253,000 00 |
| Plainview R. R. | Sep. 1, 1878 | Sep. 1, 1908 | 7 | Mar. 1 & Sep. 1 | 150,000 00 |
| Dak. Cent. Ry. (W. & St. P. con.). | May 1, 1882 | Sep. 1, 1907 | 7 | " " | 200,000 00 |
| (So. Ea. Div.). | Nov. 1, 1882 | Nov. 1, 1907 | 6 | " " | 100,000 00 |
| Iowa Mid. Ry. | Aug. 1, 1870 | Oct. 1, 1900 | 6 | May 1 & Nov. 1 | 1,065,000 00 |
| Ott., C. F. & St. P. Ry. | Mar. 1, 1884 | Mar. 1, 1909 | 8 | Apr. 1 & Oct. 1 | 2,000,000 00 |
| Des Moines & M. R. R. | Feb. 1, 1882 | Feb. 1, 1907 | 5 | Mar. 1 & Sep. 1 | 1,350,000 00 |
| No. Ill. Ry. Co. | Apr. 1, 1885 | Mar. 1, 1910 | 7 | Feb. 1 & Aug. 1 | 1,600,000 00 |
| Total | | | 5 | Mar. 1 & Sep. 1 | 1,500,000 00 |
| Total | | | | | \$90,511,500 00 |

Average bonded debt per mile for 3,948.71 miles \$22,921.72

UNFUNDND DEBT.

UNFUNDED DEBT IN DETAIL.

| On What Account. | Amount. |
|--|----------------|
| Interest unpaid. | \$686,922 72 |
| Dividends unpaid. | 69,882 50 |
| Other liabilities: Current bills and accounts and notes not due. | 3,091,300 23 |
| Total | \$3,848,105 45 |

TOTAL LIABILITIES.

COMMON AND PREFERRED STOCK AND FUNDED AND UNFUNDED DEBT.

| Stocks and Bonds. | Total. |
|--|------------------|
| Common stock, including stock of proprietary companies | \$52,604,865 97 |
| Preferred stock | 22,325,454 56 |
| Bonded debt | 90,511,500 00 |
| Floating debt | 3,848,165 45 |
| Aggregate | \$169,289,925 98 |
| Average per mile for 3,948.71 miles | \$41,897 69 |

LENGTH OF TRACK.

MILES OF COMPLETED ROAD JUNE 30, 1886.

| Track. | Total | Illinois | Iowa | Wisconsin | Michigan | Minnesota | Dakota |
|--|----------|----------|--------|-----------|----------|-----------|--------|
| <i>Lines Chartered as or Consolidated with Chicago and Northwestern Railway.</i> | | | | | | | |
| From— | | | | | | | |
| Chicago to Council Bluffs | 491.00 | 137.88 | 353.12 | | | | |
| Chicago to Freeport | 121.00 | 121.00 | | | | | |
| Geneva to Aurora | 9.40 | 9.40 | | | | | |
| Geneva to St. Charles | 2.40 | 2.40 | | | | | |
| Elgin to Lake Geneva | 45.04 | 35.82 | | 9.22 | | | |
| South Branch Junction to River (Chicago) | 4.56 | 4.56 | | | | | |
| Clinton to Anamosa and Quarry | 73.57 | | 73.57 | | | | |
| Stanwood to Tipton | 8.50 | | 8.50 | | | | |
| Des Moines to T. and N. W. con | 57.34 | | 57.34 | | | | |
| Belle Plain to Muchakinock | 64.00 | | 64.00 | | | | |
| Maple River Junction to Mapleton | 60.15 | | 60.15 | | | | |
| Wall Lake to Kingsley | 70.87 | | 70.87 | | | | |
| Carroll to Kirkman | 34.81 | | 34.81 | | | | |
| Manning to Audubon | 17.00 | | 17.00 | | | | |
| Chicago to Ft. Howard | 242.20 | 69.73 | | 172.47 | | | |
| Appleton Water Power Extension | 3.63 | | | 3.63 | | | |
| Kenosha to Rockford | 72.10 | 44.03 | | 28.07 | | | |
| Chicago to Montrose | 5.20 | 5.20 | | | | | |
| Chicago to Milwaukee | 85.00 | 41.60 | | 43.40 | | | |
| Milwaukee to Fond du Lac | 62.63 | | | 62.63 | | | |
| Sheboygan to Princeton | 78.40 | | | 78.40 | | | |
| Milwaukee to Montfort | 110.88 | | | 110.88 | | | |
| Montfort to Galena | 46.34 | 10.50 | | 35.84 | | | |
| Montfort to Woodman | 30.50 | | | 30.50 | | | |
| Plattville Junction to Plattville | 4.00 | | | 4.00 | | | |
| Lancaster Junction to Lancaster | 12.04 | | | 12.04 | | | |
| Janesville to Afton | 6.10 | | | 6.10 | | | |
| Belvidere to Winona | 227.00 | 21.00 | | 205.87 | | | 13 |
| Trempealeau to Galesville | 6.71 | | | 6.71 | | | |
| Ft. Howard to Ishpeming | 182.10 | | | 19.45 | 162.65 | | |
| Powers to Crystal Falls | 58.77 | | | 13.73 | 45.04 | | |
| Iron River Junction to Stambaugh | 19.50 | | | | 19.50 | | |
| Naranda to Metropolitan | 34.86 | | | | 34.86 | | |
| Branches to mines off main line | 39.80 | | | | 39.80 | | |
| Off E. & L. S. | 8.41 | | | | 8.41 | | |
| Off M. R. R. line | 32.91 | | | 1.71 | 28.20 | | |
| Total | 2,458.69 | 505.86 | 739.36 | 904.85 | 398.49 | | 13 |

Length of Track—Continued.

| Track. | Total. | Illinois. | Iowa. | Wisconsin. | Michigan. | Minnesota. | Dakota. |
|--|----------|-----------|----------|------------|-----------|------------|---------|
| <i>Proprietary Lines, viz:</i> | | | | | | | |
| Northern Illinois Railway | 77.00 | 77.00 | | | | | |
| Belvidere to Spring Valley | | | | | | | |
| Sycamore and Cortland Railroad | 4.64 | | | | | | |
| Sycamore to Cortland | | 4.64 | | | | | |
| Princeton and Western Railway | 16.06 | | | | | | |
| Valley Junction to Necedah | | | | 16.06 | | | |
| Toledo and Northwestern Railway | 369.81 | | | | | | |
| Tama to Elmore | | | 164.56 | | | | |
| Jewell Junction to D. M. & M. cen. | | | 1.75 | | | | |
| Jewell Junction to Lake City | | | 58.30 | | | | |
| Eagle Grove to Hawarden | | | 115.20 | | | | |
| Iowa Railway Co. and Manufacturing Co. | 3.25 | | | | | | |
| Boone to Coal Banks | | | 3.25 | | | | |
| W. & St. P. R. R. | 448.48 | | | | | | |
| Winona to Watertown | | | | | | 288.50 | 34.48 |
| Mankato Junction to Mankato | | | | | | 3.75 | |
| Sleepy Eye to Redwood Falls | | | | | | 24.40 | |
| Rochester to Zumbrota | | | | | | 24.48 | |
| Eyota to Plainview | | | | | | 15.01 | |
| Eyota to Chatfield | | | | | | 11.46 | |
| Tracy to Dakota line | | | | | | 46.40 | |
| Dakota Central Railway | 579.78 | | | | | | |
| Minnesota State Line to Pierre | | | | | | | 209.11 |
| Ordway Junction to Ordway | | | | | | | 87.48 |
| Ordway to Columbia | | | | | | | 5.47 |
| Watertown to Redfield | | | | | | | 71.00 |
| Watertown Junction to Watertown | | | | | | | 43.83 |
| Iroquois to Hawarden (State Line) | | | | | | | 125.49 |
| Centerville to Yankton | | | | | | | 28.40 |
| Total | 1,490.02 | 81.64 | 373.06 | 16.06 | | 414.00 | 605.26 |
| <i>Recapitulation—</i> | | | | | | | |
| C. & N. W. Ry. (chartered or consolidated) | 2,458.69 | 505.86 | 739.36 | 904.85 | 308.49 | | 13 |
| Proprietary Lines | 1,490.02 | 81.64 | 373.06 | 16.06 | | 414.00 | 605.26 |
| Total miles | 3,948.71 | 587.50 | 1,112.42 | 920.91 | 308.49 | 414.13 | 605.26 |

| Main Line. | Whole line, Miles. | Main line and branch's Miles. | In Illinois, Miles. | Main line and branch's in Ill. |
|--------------------------------|--------------------|-------------------------------|---------------------|--------------------------------|
| Main line and branches | 3,948.71 | | 587.50 | |
| New road built during the year | | 105.10 | | 77.00 |

Proportion of road in Illinois, 14.88 per cent.

RAILS AND TIES.

| | | |
|---|--|------------------|
| Iron— | | |
| On road | | 604.07 miles. |
| Average weight per yard (except narrow gauge) | | 50 to 60 pounds. |
| Steel— | | |
| On road | | 3,314.64 miles. |
| Average weight per yard | | 50 to 65 pounds. |
| Ties— | | |
| Average number per mile about | | 2,610 |
| Number laid during the year | | 983,670 |

BRIDGES.

| | | |
|--|----------|----------------------|
| Number of wooden in Illinois..... | 27..... | length, 3,230 feet. |
| Number of stone in Illinois..... | 7..... | length, 335 feet. |
| Number of iron in Illinois..... | 38..... | length, 5,558 feet. |
| Number of piling in Illinois..... | 293..... | length, 17,173 feet. |
| Number of combination in Illinois..... | 4..... | length, 1,154 feet. |
| Total..... | 279..... | length, 27,455 feet. |

BUILT DURING THE YEAR IN ILLINOIS.

| | | |
|-----------------------|----------|---------------------|
| Number of wooden..... | 6..... | length,* 388 feet. |
| Number of iron..... | 7..... | length, 576 feet. |
| Number of piling..... | 91..... | length, 6,128 feet. |
| Total..... | 104..... | length, 7,092 feet. |

FENCING.

All this Company's road in this State is fenced as required by law. The original fence of post and board cost about \$1.25 per rod. Where renewal becomes necessary, wire fence is now substituted at a cost of about 39 cents per rod.

STATIONS.

| | |
|-----------------------------|-----|
| Number in Illinois..... | 139 |
| Number out of Illinois..... | 532 |
| Total on whole line..... | 671 |

EQUIPMENT.

| Description | Whole line |
|---------------------------------------|------------|
| Locomotives— | |
| Passenger..... | 186 |
| Freight..... | 414 |
| Switching..... | 105 |
| Passenger equipment— | |
| Coaches..... | 284 |
| Parlor..... | 11 |
| Dining cars..... | 9 |
| Officers' cars..... | 7 |
| Express and baggage cars..... | 118 |
| Mail cars..... | 26 |
| Freight equipment | |
| Box cars..... | 11,825 |
| Stock cars..... | 1,914 |
| Flatbooses..... | 395 |
| Flat and coal cars..... | 3,147 |
| Other cars..... | 1,027 |
| Total number cars of all classes..... | 21,736 |

Platform and coupler used, Miller.

Brake used, Westinghouse Air-Brake.

EMPLOYES.

NUMBER, CHARACTER OF SERVICE, AND ANNUAL SALARIES OF EMPLOYEES.

| Average No. em- ployed. | Officers and Employes. | Average yearly salary. | Aggregate yearly salary. |
|-------------------------------|---|------------------------------|--------------------------------|
| 22 | General officers..... | \$6,525 00 | \$143,550 00 |
| 16 | Assistant and division superintendents..... | 3,296 22 | 51,299 64 |
| 35 | Civil engineers..... | 1,359 37 | 47,577 96 |
| 6 | Master mechanics..... | 2,713 32 | 16,279 92 |
| 30 | Road masters..... | 1,307 99 | 39,239 88 |
| 922 | Clerks..... | 794 78 | 649,810 44 |
| 481 | Machinists..... | 700 29 | 336,842 28 |
| 126 | Passenger conductors..... | 1,015 45 | 127,946 52 |
| 403 | Freight conductors..... | 860 16 | 346,645 92 |
| 826 | Passenger and freight engineers..... | 1,080 16 | 892,217 16 |
| 841 | Firemen..... | 639 18 | 537,556 32 |
| 339 | Wipers..... | 444 77 | 150,777 96 |
| 271 | Baggagemen..... | 522 77 | 141,672 84 |
| 1,024 | Brakemen..... | 563 25 | 576,770 76 |
| 606 | Station agents not telegraph operators..... | 656 54 | 397,867 80 |
| 441 | Telegraph operators not station agents..... | 638 78 | 283,621 08 |
| 834 | Carpenters..... | 673 14 | 561,400 44 |
| 634 | Section foremen..... | 545 20 | 345,660 00 |
| 2,426 | Sectionmen..... | 366 44 | 888,983 44 |
| 2,149 | Laborers..... | 439 95 | 945,432 55 |
| 115 | Flagmen..... | 367 33 | 34,882 68 |
| 703 | Switchmen and watchmen..... | 665 32 | 467,725 56 |
| 138 | Bridge tenders and pumpers..... | 477 15 | 65,846 64 |
| 2,097 | Other employes..... | 636 58 | 1,334,911 76 |
| 15,488 | Total..... | | \$9,384,539 55 |

Of these employes, 5,103 are employed in Illinois, and their aggregate annual salary is \$3,237,917 12

TRAFFIC.

PASSENGERS AND FREIGHT CARRIED.

| | Whole line. | In Illinois. |
|---|---------------|--------------|
| Through and local passengers..... | 9,753,498 | 6,161,575 |
| Total passengers carried..... | 9,753,498 | 6,161,575 |
| Number of passengers carried one mile..... | 241,229,878 | |
| Average number cars in passenger train..... | 4 56 | |
| Average number of miles traveled by each passenger..... | 24 | |
| Average receipts per passenger per mile..... | cts. 2 35 | |
| Through freight, in tons, local freight, in tons..... | 8,519,355 | 4,765,131 |
| Total tons freight carried..... | 8,519,355 | 4,765,131 |
| Average tons of freight carried one mile..... | 1,491,802,338 | |
| Average number of cars in freight train..... | 20 | |
| Average number tons of freight per train..... | 177 2 | |
| Average number tons of freight per loaded car..... | 8 86 | |
| Average receipt per ton freight per mile..... | cts. 1 18 | |
| Proportion of freight carried in Illinois..... | 55.86 | |

FREIGHT CLASSIFIED.

| | Whole line. Tons. | In Illinois. Tons. |
|--|----------------------|-----------------------|
| Corn..... | 359,354 | 29,456 |
| Wheat..... | 181,774 | 1,041 |
| Rye..... | 15,516 | 3,717 |
| Oats and barley..... | 398,531 | 39,121 |
| Flour..... | 166,952 | 19,706 |
| Provisions..... | 89,799 | 26,685 |
| Salt..... | 59,019 | 36,869 |
| Agricultural implements..... | 79,163 | 43,764 |
| Wagons and other manufactured articles..... | 538,867 | 331,415 |
| Lumber..... | 887,620 | 183,617 |
| Other forest products..... | 201,890 | 51,889 |
| Horses and mules..... | 19,304 | 7,593 |
| Cattle..... | 190,415 | 23,708 |
| Hogs and sheep..... | 197,724 | 27,694 |
| Iron, lead, and other mineral products..... | 1,656,868 | 63,754 |
| Stone, brick, sand, lime, clay, cement and stucco..... | 232,987 | 106,762 |
| Coal..... | 1,165,491 | 663,597 |
| Coke..... | 59,978 | 59,289 |
| Merchandise and other articles..... | 1,685,393 | 886,603 |
| Total tons..... | 8,519,355 | 2,531,118 |

MILEAGE.

TRAIN MILEAGE.

| Trains. | Whole line | In Illinois. |
|--------------------------|------------|--------------|
| Passenger..... | 6,007,608 | 1,622,954 |
| Freight..... | 11,175,112 | 3,464,285 |
| Switching..... | 1,750,739 | 1,947,800 |
| Other..... | 901,968 | 135,295 |
| Total train mileage..... | 22,835,118 | 7,169,434 |

CAR MILEAGE.

| Cars. | Whole line. | In Illinois. |
|--------------------------------|-------------|--------------|
| Passenger, mail, baggage..... | 27,413,246 | 12,610,093 |
| Freight..... | 222,829,778 | 89,218,719 |
| Total car mileage..... | 250,243,024 | 102,828,812 |
| Empty freight car mileage..... | 54,486,406 | 22,431,925 |

PASSENGER MILEAGE AND FREIGHT TONNAGE.

| Passenger mileage, Whole line | | In Illinois. | Freight tonnage, Whole line | | In Illinois. |
|-------------------------------|-------------|--------------|-----------------------------|---------------|--------------|
| Through and local | 241,229,878 | 105,474,464 | Through and local | 1,491,892,338 | 377,588,039 |
| Total pass. milge | 241,229,878 | 105,474,464 | Total freight tonnage | 1,491,892,338 | 377,588,039 |

INCOME.

MONTHLY TRANSPORTATION EARNINGS—WHOLE LINE

| Months. | From passenger department. | From freight department. | Total. |
|---------------------|----------------------------------|--------------------------------|-----------------|
| 1885, July | \$634,558 38 | \$1,387,598 89 | \$2,022,157 27 |
| " August | 586,952 87 | 1,318,724 31 | 1,904,797 18 |
| " September | 619,636 12 | 1,880,883 93 | 2,500,520 05 |
| " October | 589,448 16 | 2,266,803 47 | 2,856,251 63 |
| " November | 512,186 07 | 1,729,333 23 | 2,241,519 30 |
| " December | 508,718 56 | 1,444,376 96 | 1,953,095 52 |
| 1886, January | 443,209 76 | 873,573 21 | 1,316,782 97 |
| " February | 419,041 76 | 1,237,948 93 | 1,656,990 69 |
| " March | 333,607 99 | 1,429,401 67 | 1,763,009 66 |
| " April | 504,205 94 | 1,196,842 00 | 1,701,047 94 |
| " May | 544,802 72 | 1,333,120 91 | 1,877,923 63 |
| " June | 596,046 13 | 1,501,090 66 | 2,097,136 79 |
| Total | \$6,521,531 46 | \$17,599,698 17 | \$24,121,232 63 |

IN ILLINOIS—PROPORTIONAL.

| | From pas- senger department | From freight department. | Total. |
|-------------|-----------------------------------|--------------------------------|----------------|
| Total | \$970,404 31 | \$2,618,835 08 | \$3,589,239 39 |

INCOME FROM OTHER SOURCES.

| Sources. | Whole line. | In Illinois, Proportion 1 |
|------------------------------|--------------|------------------------------|
| Miscellaneous earnings | \$279,135 83 | \$41,535 41 |
| Total | \$279,135 83 | \$41,535 41 |

TOTAL INCOME FROM ALL SOURCES.

| Sources. | Whole line. | In Illinois, Proportion 1 |
|--|-----------------|------------------------------|
| From passenger and freight departments | \$24,181,232 63 | \$3,589,239 39 |
| From other sources | 279,135 83 | 41,535 41 |
| Total income from all sources | \$24,460,368 46 | \$3,630,774 80 |

DEDUCTIONS MADE FROM TRANSPORTATION EARNINGS.

| Average Earnings. | Whole line. |
|--|------------------|
| Average passenger department earnings per mile | \$1,672 51 |
| Average passenger department earnings per train mile | 1 08 55 |
| Average freight department earnings per mile | 4,513 62 |
| Average freight department earnings per train mile | 1 57 57 |
| Average gross transportation earnings per mile | 6,186 13 |
| Average gross transportation earnings per train mile | 1 40 38 |
| Average net transportation earnings per mile | 2,872 08 |
| Average net transportation earnings per train mile | 65 18 |
| The ratio of passenger to freight earnings was | As 1000s to 6300 |

OPERATING EXPENSES AND TAXES.

| Items of Operating Expenses. | Whole line. | In R.R.s. Proportion ¹ |
|---|-----------------|--------------------------------------|
| Salaries general officers and clerks..... | \$186,320 38 | \$27,724 47 |
| Law expenses..... | 67,581 40 | 10,056 11 |
| Insurance..... | 2,138 95 | 362 92 |
| Stationery and printing..... | 115,218 41 | 17,144 50 |
| Outside agencies and advertising..... | 288,006 11 | 42,855 31 |
| Contingencies..... | 102,808 63 | 15,297 92 |
| Repairs or renewals—bridges (including culverts and cattle- guards)..... | 262,688 83 | 39,088 10 |
| Repairs or renewals—buildings..... | 388,434 03 | 50,359 12 |
| Repairs or renewals—fences, road-crossings or signs..... | 148,605 72 | 22,112 53 |
| Renewals of rails..... | 191,527 66 | 28,499 32 |
| Renewals of ties..... | 322,424 50 | 47,976 77 |
| Repairs of roadway and track..... | 1,689,718 09 | 251,430 18 |
| Repairs of locomotives..... | 900,123 49 | 133,938 38 |
| Fuel for locomotives..... | 1,562,327 28 | 232,474 30 |
| Water supply..... | 90,829 73 | 13,515 47 |
| Oil and waste..... | 166,794 04 | 24,818 95 |
| Locomotive service..... | 1,587,060 26 | 236,154 57 |
| Repairs of passenger cars..... | 440,425 99 | 65,535 39 |
| Passenger train service..... | 316,788 22 | 47,138 08 |
| Passenger train supplies..... | 71,900 51 | 10,698 79 |
| Mileage of passenger cars (debit balance)..... | 12,885 47 | 1,917 36 |
| Repairs of freight cars..... | 907,359 71 | 135,015 12 |
| Freight train service..... | 738,814 94 | 109,935 67 |
| Freight train supplies..... | 18,981 38 | 2,824 43 |
| Mileage of freight cars (debit balance)..... | 108,904 29 | 16,204 96 |
| Telegraph expenses (maintenance and operating)..... | 317,280 65 | 51,675 36 |
| Damage and loss of freight and baggage..... | 44,451 51 | 6,614 38 |
| Damage to property and cattle..... | 25,243 09 | 3,756 17 |
| Personal injury..... | 107,447 46 | 15,988 18 |
| Agents and station service..... | 1,956,708 57 | 291,158 23 |
| Station supplies..... | 81,316 46 | 12,099 89 |
| Total operating expenses..... | \$13,201,417 56 | \$1,964,370 93 |
| Taxes (actual)..... | 696,858 17 | 158,767 52 |
| Total operating expenses and taxes..... | \$13,898,275 73 | \$2,123,138 45 |

Average operating expenses (less taxes) per mile, \$3,385.64.

Average operating expenses (less taxes) per train mile, 76.83 cents.

Proportion of operating expenses (less taxes) to earnings, 51.40 per cent.

EXPENSES IN ADDITION TO OPERATING EXPENSES AND TAXES.

| Paid for— | Whole line. |
|---|-----------------|
| Additional equipment..... | \$630,127 66 |
| Additional real estate..... | 176,606 76 |
| Additional buildings..... | 381,098 32 |
| Additional side tracks..... | 177,101 28 |
| Land purchased Western Town Lot Co..... | 131,571 11 |
| Construction..... | |
| Superstructure, (including ties and rails)..... | 650,761 45 |
| Telegraph..... | 12,001 93 |
| Engineering..... | 15,081 52 |
| Grading and ballasting..... | 151,168 61 |
| Bridges..... | 267,736 08 |
| Fences..... | 78,319 72 |
| Sinking funds..... | 58,000 00 |
| Interest on funded and unfunded debt..... | 5,531,521 15 |
| Dividends— | |
| On common stock (6 per cent.)..... | 1,881,891 00 |
| On preferred stock (7 per cent.)..... | 1,562,610 00 |
| Credits to cost of property..... | 1,608,857 21 |
| Total additional expenses..... | \$10,373,111 41 |

GENERAL EXH BIT.

NET INCOME, DIVIDENDS, BALANCES.

| | | |
|---|----------------|-----------------|
| Total income..... | | \$24,400,368 46 |
| Operating expenses, less taxes..... | | 13,201,117 56 |
| Excess of income over operating expenses..... | | \$11,198,950 90 |
| Less taxes..... | | 696,858 17 |
| Excess of income over operating expenses and taxes..... | | \$10,502,092 73 |
| Interest on funded and unfunded debt..... | \$5,531,521 15 | |
| Rentals, sinking fund..... | 58,000 00 | |
| | | 5,589,521 15 |
| Net income..... | | \$1,912,571 58 |
| Dividends declared 7 per cent. on preferred..... | \$1,562,610 00 | |
| Dividends declared 6 per cent. on common..... | 1,881,894 00 | |
| | | 3,444,504 00 |
| Balance for the year..... | | \$1,168,067 58 |
| Balance (profit) last year..... | | 10,026,032 08 |
| Balance (profit)..... | | \$11,494,099 66 |
| Balance (profit) carried forward to next year..... | | \$11,494,099 66 |

CHARGES TO PROPERTY DURING THE YEAR.

Dr.

| | | |
|---|--|----------------|
| Construction and equipment— | | |
| Grading and masonry..... | | \$454,468 61 |
| Bridging..... | | 267,796 08 |
| Superstructure including rails..... | | 829,870 36 |
| Lands, land damages and fences..... | | 254,926 48 |
| Buildings..... | | 384,098 32 |
| Engineering, etc..... | | 45,081 52 |
| Lands purchased account Western Town Lot Company..... | | 131,574 44 |
| Equipment..... | | 630,127 66 |
| Total charges..... | | \$3,007,943 47 |
| *Total credits..... | | 1,668,857 21 |

*This credit from premiums on securities, etc.

GENERAL BALANCE SHEET.

| Assets. | | Liabilities. | |
|---|------------------|------------------------------------|------------------|
| Construction account..... | \$140,043,050 95 | C. & N. W. stock, \$63,700,320.53: | |
| Equipment account..... | 23,858,850 35 | capital stock proprietary..... | \$74,930,320 53 |
| Other investments, as follows: | | Funded debt..... | 90,511,500 00 |
| Bonds owned by Company..... | 661,000 00 | Unfunded debt as follows: | |
| Cost of securities sundry proprietary Co's..... | 12,515,642 14 | Interest unpaid (accrued)..... | 686,922 72 |
| Outside real estate in Chicago..... | 200,000 00 | Dividends unpaid..... | 69,882 50 |
| Cash items, as follows: | | Notes payable..... | 125,000 00 |
| Cash..... | 1,616,769 22 | Vouchers and accounts..... | 2,966,300 23 |
| Bills receivable..... | 292,469 83 | Other liabilities..... | 2,515,998 54 |
| Due from agents and companies..... | 1,947,591 38 | Income account..... | 11,494,099 66 |
| Cash assets, as follows: | | | |
| Materials and supplies..... | 2,161,650 31 | | |
| Total assets..... | \$183,300,021 18 | Total liabilities..... | \$183,300,021 18 |

PRESENT OR CONTINGENT LIABILITIES NOT INCLUDED IN BALANCE SHEET.

| | | |
|---|--|-----------------|
| Bonds guaranteed by Company, or a lien on its road— | | |
| Fremont, Elkhorn & Missouri Valley R. R. bonds..... | | \$7,725,000 00 |
| Missouri Valley & Blair Ry. & Bridge Co..... | | 1,161,000 00 |
| Sioux City & Pacific R. R. 1st mortgage..... | | 1,628,000 00 |
| Total..... | | \$10,514,000 00 |

LOCAL EXHIBIT OF ILLINOIS BUSINESS.

EXPENSES.

Taxes..... \$158,767.93

ADDITIONAL INFORMATION.

Compensation for mail service is not permanently fixed. Service is ordered "subject to the rules and regulations of the Department," and the amount paid is dependent upon the weight of mail carried over each route.

The American and United States Express companies do business on this road; rates are various. Express companies have no care of machinery or repairs. They do a miscellaneous business restricted to articles properly belonging to express business. They deliver their freight into this Company's cars.

The cars of all transportation companies are allowed to run over the lines of this Company's paying regular rates and receiving mileage. The freight is carried in cars furnished by such transportation companies (excepting consignments of less than a car load). Their freight has no preference over other freight of like class.

Sleeping cars are run owned by the New York Central Sleeping Car Company, which makes and collects the charges therefor. Dining cars are run and owned by this Company, on which the charges are 75 cents per meal. Parlor cars are run owned by this Company, on which the charges are from 10 cents upward, according to the distance traveled.

This Company has pools on freight traffic with the Chicago, Burlington & Quincy R. R., and the Chicago, Milwaukee & St. Paul Ry. in Illinois.

These rates operate at Fulton, Rockford and Rochelle. They cover traffic between Chicago and common points and the pooled points named, and are made for the purpose of maintaining reasonable and uniform rates of freight.

The rates of freight to and from pooled points are the rates prescribed by the Commissioners; except that by agreement rates less than the tariff are made on raw material for manufacturers and on their manufactured goods shipped, but like concessions are made to manufacturers located at points on our line where there are no pooling arrangements.

We do not make use of the terms "Through freight" and "Local freight," as applied to the freight traffic moved within the State of Illinois.

This Company has eleven machine shops in Illinois. They are located as follows, and employ the number of men standing opposite each, respectively:

| | | | |
|-------------------------------------|---------|----------------|--------|
| South Branch Junction, Chicago..... | 25 men. | Dixon..... | 2 men. |
| South Branch, Chicago..... | 75 " | Sterling..... | 7 " |
| Chicago Avenue, Chicago..... | 86 " | Harvard..... | 52 " |
| West Chicago Shops, Chicago..... | 1,134 " | Belvidere..... | 3 " |
| Turner..... | 53 " | Freeport..... | 18 " |
| Spring Valley..... | 9 " | | |

The work done consists of the building of new engines and cars, and general repair work at the West Chicago Shops, and at all other shops, light repairs only.

The work done at all this Company's shops is for the entire railroad operated by this Company. No division is made as between main line and branches.

STATEMENT OF ACCIDENTS.

KILLED AND INJURED DURING THE YEAR.

In Illinois,

Description.

| Killed. | Injured. |
|---------|----------|
| 2 | 6 |
| 16 | 99 |
| 23 | 36 |
| 41 | 141 |

Passengers.
Employees.
Others.

Total.

| No. | Name of person. | Occupation. | Cause of accident. | Date of accident. | Character of injury. |
|-----|-----------------|------------------|--|-------------------|-------------------------|
| 1 | C. Aman. | Brakeman. | Coupling cars. | July 2, 1885. | Finger bruised. |
| 2 | Amy Rozeh. | Passenger. | Jumped from train in motion. | .. .. | Shoulder and face hurt. |
| 3 | E. Savage. | Wiper. | Under engine, wheel blew off steam. | .. 8 .. | Arm and back scalded. |
| 4 | Geo. Schnell. | Expressman. | Crossing track, struck by engine. | .. 9 .. | Back bruised. |
| 5 | Thomas Lee. | Fireman. | Engine and one car backed into Lee's engine. | .. 10 .. | Head and neck bruised. |
| 6 | W. Loeffel. | Stealing a ride. | Getting off train in motion. | .. 11 .. | Leg broken. |
| 7 | C. Reddum. | Brakeman. | Coupling cars. | .. 13 .. | Two fingers bruised. |
| 8 | R. R. Bentley. | Brakeman. | Getting off train in motion. | .. 14 .. | Both feet amputated. |
| 9 | A. Allen. | .. .. | Fell off coach platform. | .. 15 .. | Collar bone broken. |
| 10 | F. Manning. | Laborer. | Attempted suicide. | .. 18 .. | Left leg amputated. |
| 11 | Ed. Boufoeg. | Fireman. | Fell from train in motion. | .. 23 .. | Arm broken. |
| 12 | G. Richardson. | Arrange trimmer. | Run over while lying on track. | .. 26 .. | Fatal. |
| 13 | A. D. Payne. | Stealing a ride. | Fell from train and was run over. | .. 30 .. | Head and back injured. |
| 14 | H. Block. | Trestler. | Getting on train in motion, fell. | .. 27 .. | Finger amputated. |
| 15 | Albert Ladd. | Brakeman. | Coupling cars. | .. 9 .. | Back bruised. |
| 16 | E. J. Brooks. | Baggageman. | Fell while cars were being coupled. | .. 8 .. | Fatal. |
| 17 | J. H. King. | Conductor. | Thrown from gravel ploy and run over. | Aug. 1 .. | Foot amputated. |
| 18 | H. Strong. | Trestler. | Fell while getting on train in motion. | .. 4 .. | Arm broken. |
| 19 | Anton Schmidt. | Laborer. | Struck by train while crossing track. | .. 14 .. | Fatal. |
| 20 | Michael Ross. | Passenger. | Jumped from train in motion. | .. 16 .. | Hand sprained. |
| 21 | John Perigo. | Switchman. | Stepped from one car to another. | .. 25 .. | Head cut. |
| 22 | Stephen Gray. | .. .. | Struck by engine, lying on track drunk. | .. 25 .. | Head cut. |
| 23 | C. C. Davis. | .. .. | Thrown from wagon while crossing track. | Sept. 1 .. | Head cut. |
| 24 | Chas. Hickey. | Trestler. | Fell from platform while stealing ride. | .. 4 .. | Fatal. |
| 25 | James Hughes. | Switchman. | Coupling cars. | .. 5 .. | Fatal. |

Statement of Accidents—Continued.

| No. | Name of person. | Occupation. | Cause of accident. | Date of accident. | Character of injury. |
|-----|------------------|---------------------|---|-------------------|----------------------------------|
| 26 | Geo. Anderson. | Farmer. | Getting in way of car in motion. | Sept. 10, 1885. | Right leg broken. |
| 27 | Thos. Meek. | Brakeman. | Getting off car and fell. | " 10 " | Knee sprained. |
| 28 | A. P. Robinson. | " | Struck by halsted street viaduct. | " 11 " | Confusion of the head. |
| 29 | W. Klub. | " | Foot caught between rails of drawbridge. | " 11 " | Bruised. |
| 30 | J. E. Tinsit. | Boy. | Jumped from train in motion. | " 11 " | Skull fractured. |
| 31 | James D. Moore. | Passenger. | Sleeping car tipped over. | " 12 " | Shoulder hurt. |
| 32 | John Sprague. | Switchman. | Coupling cars. | " 12 " | Right arm bruised. |
| 33 | John Lock. | Laboer. | Struck by spike man. | " 12 " | Ribs broken. |
| 34 | E. L. Johnson. | Laboer. | Fell from top of cars astride of draft iron. | " 12 " | Legs bruised, posterior injured. |
| 35 | Fred Williams. | Telegraph operator. | Jumped off car in motion. | " 19 " | Ribs broken, injured internally. |
| 36 | Thos. Tiffany. | Freight passenger. | Jumped off car in motion. | " 19 " | Foot hurt. |
| 37 | Geo. John. | Laboer. | Struck by engine, driving over track. | " 23 " | Head and shoulder bruised. |
| 38 | J. Larocner. | " | Jumped from train to avoid impending collision. | " 25 " | Shoulder bruised. |
| 39 | Fred Dilman. | " | " " " " " " | " 25 " | Leg broken. |
| 40 | John Wagner. | " | " " " " " " | " 25 " | Head cut and bruised. |
| 41 | L. Beckner. | " | " " " " " " | " 25 " | Ankle strained, etc. |
| 42 | Adolph Megdino. | " | " " " " " " | " 25 " | Wrist strained, etc. |
| 43 | W. C. Stillo. | " | " " " " " " | " 25 " | Left side bruised. |
| 44 | M. A. Kenio. | Conductor. | Engine jumped track throwing him against stone. | " 25 " | Skull fractured. |
| 45 | Pat Condon. | Laboer. | Run over by a car. | " 25 " | Fatal. |
| 46 | F. H. Graper. | Brakeman. | Knocked off side ladder by signal post. | Oct. 1 | Left leg broken. |
| 47 | Unknown. | " | Found on track; had been run over. | " 1 " | Fatal. |
| 48 | James Semet. | Police officer. | Struck by engine while standing on track. | " 5 " | Confused wound of foot. |
| 49 | W. McMahon. | Conductor. | Coupling cars. | " 6 " | Thumb broken. |
| 50 | Fred Boston. | Brakeman. | Getting off car in motion. | " 8 " | Foot cut and bruised. |
| 51 | L. G. Hart. | Laboer. | Found on track, had been run over. | " 8 " | Fatal. |
| 52 | Thos. McGraw. | Brakeman. | Coupling cars. | " 8 " | Finger amputated. |
| 53 | E. H. Kiel. | " | Knocked out of car by falling trunk. | " 10 " | Finger and thumb crushed. |
| 54 | Ed Kam. | Conductor. | Fell off of car and was run over. | " 12 " | Ankle broken. |
| 55 | Nelson. | Stealing a ride. | Coupling cars. | " 12 " | Fatal. |
| 56 | Grant Giles. | Brakeman. | Coupling engine to car, draft iron showed in. | " 16 " | Part of two fingers amputated. |
| 57 | A. J. Strauss. | Girl. | Struck while crossing track ahead of train. | " 16 " | Arm broken. |
| 58 | Clara Thruw. | Age 10 years. | Jumped off of train in motion. | " 17 " | Fatal. |
| 59 | E. Baker. | Engineer. | Walking on track struck by engine. | " 17 " | Cut over left eye. |
| 60 | Clara Kvan. | Age 10 years. | Jumped off of train in motion. | " 17 " | Fatal. |
| 61 | John Tagus. | Conductor. | Picked up wreck, struck by broken switch rope. | " 20 " | Ribs broken. |
| 62 | G. M. Wells. | " | Crossing track ahead of engine. Struck. | " 20 " | Head cut, back hurt. |
| 63 | John Warner. | Brakeman. | Struck by a tree while climbing a ladder. | " 22 " | Head cut and shoulder bruised. |
| 64 | Thos. Ryan. | " | Stone thrown thro' window hit by broken glass. | " 24 " | Eye hurt. |
| 65 | F. N. Murday. | Passenger. | Jumped off train in motion. | " 25 " | Fatal. |
| 66 | M. Lehman. | " | Coupling engine to car. | " 25 " | Arm broken. |
| 67 | J. Williams. | Watchman. | Coupling cars. | " 25 " | Two fingers amputated. |
| 68 | John Elliott. | Brakeman. | Struck by engine, walking on track. | " 29 " | Fatal. |
| 69 | Minnie Richards. | " | Found on track, had been run over. | " 29 " | Fatal. |
| 70 | Unknown. | " | " | Nov. 3 | " |

Statement of Accidents—Continued.

| No. | Name of person. | Occupation. | Cause of accident. | Date of accident. | Character of injury. |
|-----|------------------------|--------------------|---|-------------------|----------------------------------|
| 122 | John Wall..... | Switchman. | Coupling engine to car. | Feb., 9, 1886. | Thumb and two fingers amputated. |
| 123 | Jos. Shelby..... | Brakeman. | Thrown off box car by sudden shock. | 9 | Both ankles sprained. |
| 124 | John Higgins..... | Tramp. | Getting on train in motion—fell and run over. | 43 | Right leg amputated. |
| 125 | James McBride..... | Harness-maker. | Stealing ride—fell off the cars. | 15 | Hand and toes bruised. |
| 126 | Rev. F. A. Miller..... | | Crossing track—struck by engine. | 15 | Chest and hip bruised. |
| 127 | C. Crooks..... | Switchman. | Coupling cars. | 21 | Finger amputated. |
| 128 | F. O. Lester..... | Brakeman. | Uncoupling cars. | 26 | Finger crushed. |
| 129 | R. Johnson..... | Brakeman. | Jumped off train in motion. | 34 | Knee bruised. |
| 130 | Dan. Shay..... | Switchman. | Uncoupling cars. | 3 | Ankle sprained and head hurt. |
| 131 | J. Morgan..... | Switchman. | Jumped off train in motion. | 4 | Fatal. |
| 132 | Isaac Utter..... | Laborer. | Attempted to get on train in motion. | 7 | Foot crushed. |
| 133 | W. Murray..... | Farmer. | Crossing track between two cars. | 17 | Head bruised. |
| 134 | Paul Sautles..... | Boy. | Getting on train in motion. | 17 | Fatal. |
| 135 | John Gordon..... | Brakeman. | Playing on track, and was run over. | 22 | Head cut. |
| 136 | John Lee..... | Laborer. | On top of car—struck by spout of water-tank. | 23 | Fatal. |
| 137 | Ang. Shock..... | Agent. | Body found beside the track. | 24 | Head bruised. |
| 138 | R. D. Richardsley..... | Agent. | Getting off train in motion. | 24 | Finger broken. |
| 139 | John Burge..... | Brakeman. | Coupling cars. | 29 | Hand, face and leg hurt. |
| 140 | John Shosson..... | Engineer. | Jumped off train in motion. | 29 | Back hurt. |
| 141 | W. T. Dyer..... | Firmen. | Collision of trains. | 29 | Fatal. |
| 142 | E. Moran..... | Tramp. | Sleeping on track in Round-House—run over. | 2 | Arm bruised. |
| 143 | George..... | Switchman. | Coupling cars. | 4 | Finger bruised. |
| 144 | G. Morry..... | Brakeman. | Coupling cars to engine. | 5 | Bone in hand broken. |
| 145 | John Owen..... | Switchman. | Coupling cars. | 6 | Leg amputated. |
| 146 | W. Burke..... | Section in. | Standing on track and run over. | 17 | Head and face cut. |
| 147 | Ortman..... | Passenger. | Jumped off train in motion. | 17 | Head bruised. |
| 148 | Mrs. Thordike..... | Watchmaker. | Walking on track—struck by engine. | 21 | Fatal. |
| 149 | A. E. Kelsey..... | Boy. | Walking on track—fell and was run over. | 23 | Toes crushed. |
| 150 | Mary Mooney..... | Boy. | Crossing track between cars. | 23 | Leg broken. |
| 151 | Robert Kearney..... | Engineer. | Coupling engine to car. | 30 | Collar bone broken. |
| 152 | E. Appel..... | Car repairer. | Fell off derrick bar, striking on a rail. | 1 | Hips bruised. |
| 153 | W. Collins..... | Laborer. | Freight train run into hand car. | 1 | Fatal. |
| 154 | E. McCarthy..... | Brakeman. | Coupling cars. | 3 | Finger amputated. |
| 155 | F. Rolnke..... | Boy. | Stepped off hand in front and was run over. | 3 | Arm amputated. |
| 156 | W. Stapleton..... | Brakeman. | Caught between car and warehouse platform. | 5 | Leg injured. |
| 157 | John Hacketh..... | Laborer. | Round of car ladder pulled out. | 6 | Leg bruised. |
| 158 | Albert Gamble..... | Brakeman. | Coupling cars. | 8 | Collar bone fractured. |
| 159 | J. McDonald..... | Passenger. | Jumped off train in motion. | 8 | Shoulder dislocated. |
| 160 | J. Jensen..... | Switchman. | Climbing up ladder and round gave way. | 9 | Ankle sprained. |
| 161 | Chas. Wick..... | Brakeman. | Getting on train in motion. | 9 | Fatal. |
| 162 | Mary Arnold..... | Brakeman. | Walking on track, struck by train. | 15 | Fatal. |
| 163 | John Bailey..... | Brakeman. | | | |
| 164 | Robt. Murray..... | Real-estate agent. | | | |
| 165 | G. N. Folly..... | | | | |

| | | | | | |
|------------------------|------------------|---|-----------|--------------|--------------------------|
| 165 F. Ellenberg..... | Laborer..... | Freight train run into hand car..... | May..... | 19 1886..... | Left leg broken..... |
| 166 Andrew Volke..... | Passenger..... | Jumped of train in motion..... | "..... | 20 "..... | Head injured..... |
| 168 C. H. Fernier..... | Tramp..... | Stealing a ride and fell between the cars..... | "..... | 20 "..... | Fatal..... |
| 169 A. E. Keeler..... | Braken at..... | Coupling cars..... | "..... | 22 "..... | Finger amputated..... |
| 170 G. A. Wilson..... | Switchman..... | Fell into culvert while coupling cars..... | "..... | 26 "..... | Ankle sprained..... |
| 171 H. Larson..... | Laborer..... | Walking on track and was run over..... | "..... | 29 "..... | Fatal..... |
| 172 A. Wilson..... | Stone mason..... | Crossing track ahead of train and was run over..... | June..... | 1 "..... | Foot amputated..... |
| 173 W. Meyers..... | Trestler..... | Jumped off train in motion, stealing a ride..... | "..... | 1 "..... | Head injured..... |
| 174 J. Reynolds..... | Brakeman..... | Playing on track and was run over..... | "..... | 2 "..... | Fatal..... |
| 175 E. N. Harn..... | Farmer..... | Coupling cars..... | "..... | 3 "..... | Arm strained..... |
| 176 E. Powers..... | Brakeman..... | Walking on track and was run over..... | "..... | 5 "..... | Fatal..... |
| 177 J. O'Herron..... | Brakeman..... | Coupling cars..... | "..... | 6 "..... | Thumb mashed..... |
| 178 W. Dally..... | Laborer..... | Getting on train in motion..... | "..... | 9 "..... | Left foot amputated..... |
| 180 Martha Kimuka..... | Child..... | Run on track in front of an engine..... | "..... | 9 "..... | Fatal..... |
| 181 R. Hahn..... | Brakeman..... | Playing on track and run against an engine..... | "..... | 20 "..... | Head bruised..... |
| 182 Andrew Heine..... | Teamster..... | Uncoupling cars, fell and was run over..... | "..... | 21 "..... | Fatal..... |
| | | Crossing track, struck by a train..... | "..... | 22 "..... | Bruised..... |

CHICAGO AND OHIO RIVER RAILROAD.

ORGANIZATION AND CONSTRUCTION.

The Chicago and Ohio River Railroad Company was formed for the purpose of acquiring the property and franchises of the Danville, Olney and Ohio River Railroad Company, which was sold under foreclosure on the 10th day of February, 1886. Under the re-organization agreement the capital stock was limited to \$1,500,000.00, of which \$15,000.00 have been issued to the first mortgage bondholders of the Danville, Olney and Ohio River Railroad Company.

OFFICERS.

| | |
|---|--------------------|
| President, Charles G. Stevens..... | Lowell, Mass. |
| Vice-President, Albert N. Parlin..... | Boston, Mass. |
| General Solicitor, C. W. Fairbanks..... | |
| Secretary, W. A. Hayes, Jr..... | Boston, Mass. |
| Treasurer, Jno. W. Carter..... | Boston, Mass. |
| Auditor, C. B. Lockwood..... | Indianapolis, Ind. |
| General Manager, C. E. Henderson..... | Indianapolis, Ind. |
| Train Master, P. A. Marsh..... | Indianapolis, Ind. |
| General Freight Agent, F. N. Boyer..... | Olney, Ill. |
| General Passenger Agent, H. M. Bronson..... | Indianapolis, Ind. |
| Master Mechanic, W. A. Bell..... | Kansas, Ill. |
| General Road Master, W. G. Diddle..... | Kansas, Ill. |

DIRECTORS.

| | |
|------------------------|-------------------|
| Austin Corbin..... | New York, N. Y. |
| Chas. G. Stevens..... | Lowell, Mass. |
| Isaac Fennio..... | Boston, Mass. |
| Albert N. Parlin..... | Boston, Mass. |
| Jno. W. Carter..... | Boston, Mass. |
| Hales W. Sutter..... | Boston, Mass. |
| Chas. H. Cutter..... | Chicago, Ill. |
| Albert A. Spear..... | Chicago, Ill. |
| Wm. A. Fuller..... | Boston, Mass. |
| Jos. W. R. Rogers..... | Chicago, Ill. |
| J. J. Fletcher..... | Danville, Ill. |
| Albert Emerson..... | Danville, Ill. |
| E. F. Leonard..... | Springfield, Ill. |

CAPITAL STOCK.

| | |
|---|----------------|
| Amount of common stock..... | \$1,500,000.00 |
| Number of stockholders in Illinois..... | 7 |
| Number elsewhere..... | 7 |

FUNDED DEBT IN DETAIL.

| Name of Bond. | When issued. | When due. | Interest. | | Amount of bonds. |
|--|--------------|-------------|----------------|---------------|------------------|
| | | | Rate per cent. | When payable. | |
| First mortgage bonds..... | May 1, 1886 | May 1, 1916 | 6 | Semi-annually | \$500,000 00 |
| Income mortgage bonds..... | | | | | 750,000 00 |
| Total..... | | | | | \$1,250,000 00 |
| Average bonded debt per mile for 86 miles..... | | | | | 14,534 88 |

*Not to exceed 6 per cent.

TOTAL LIABILITIES.

COMMON STOCK AND FUNDED DEBT.

| Stocks and bonds. | Total. |
|-------------------------------------|----------------|
| Common stock..... | \$1,500,000 00 |
| Bonded debt..... | 1,250,000 00 |
| Aggregate..... | \$2,750,000 00 |
| Average per mile, for 86 miles..... | 31,976 74 |

LENGTH OF TRACK.

| Main Line. | Whole line miles. | In Illinois, miles. |
|---------------------------------------|-------------------|---------------------|
| From Sidell, Ill., to Olney, Ill..... | 86 | 86 |

STATIONS.

| | |
|-----------------------------|------|
| Number in Illinois..... | 17 |
| Number out of Illinois..... | None |
| Total on whole line..... | 17 |

EQUIPMENT.

| Description. | Whole line. |
|-----------------------------------|-------------|
| Locomotives— | |
| Passenger and freight | 3 |
| No equipment owned or leased..... | |

EMPLOYEES.

| Average No. em- ployed. | Officers and Employés. |
|-------------------------------|--|
| 4 | General officers..... |
| 1 | Division superintendent..... |
| 1 | Master mechanic..... |
| 1 | Road master..... |
| 5 | Clerks..... |
| 1 | Machinist..... |
| 1 | Passenger conductor..... |
| 1 | Freight conductor..... |
| 1 | Passenger engineer..... |
| 1 | Freight engineer..... |
| 2 | Firemen..... |
| 2 | Wipers..... |
| 2 | Brakemen..... |
| 1 | Station agent not telegraph operator..... |
| 16 | Station agents also telegraph operators..... |
| 13 | Section foremen..... |
| 26 | Sectionmen..... |
| 7 | Bridge tenders and pumpers..... |
| 1 | Other employe..... |
| 87 | Total..... |

TRAFFIC.

PASSENGERS AND FREIGHT CARRIED.

| | In Illinois. |
|---|--------------|
| Through passengers..... | 47 |
| Local passengers..... | 19,021 |
| Total passengers carried..... | 19,068 |
| Number of passengers carried one mile..... | 267,786 |
| Average receipt per passenger per mile..... | 3 cts. |
| Through freight, in tons..... | 4,453 |
| Local freight, in tons..... | 44,214 |
| Total tons freight carried..... | 48,667 |
| Number tons of freight carried one mile..... | 1,877,809 |
| Average receipt per ton freight per mile..... | 2.5 cts. |

FREIGHT CLASSIFIED.

| | In Illinois. Tons. |
|--|-----------------------|
| Corn..... | 9,548 |
| Wheat..... | 431 |
| Oats..... | 5,082 |
| Flour..... | 546 |
| Salt..... | 1,806 |
| Agricultural implements..... | 504 |
| Lumber..... | 4,382 |
| Other forest products..... | 151 |
| Horses and cattle..... | 4,858 |
| Hogs and sheep..... | 3,458 |
| Iron, lead and other mineral products..... | 2,912 |
| Stone, brick, sand, lime, clay, cement and stucco..... | 350 |
| Coal..... | 5,334 |
| Merchandise..... | 3,116 |
| Other articles..... | 280 |
| Total tons..... | 42,764 |

MILEAGE.

TRAIN MILEAGE.

| Trains. | In Illinois. |
|-------------|--------------|
| Mixed | 69,888 |

PASSENGER MILEAGE AND FREIGHT TONNAGE.

| Passenger mileage. | In Illinois. |
|-------------------------------|--------------|
| Through | 6,941 |
| Local | 340,133 |
| Total passenger mileage | 347,074 |

INCOME.

MONTHLY TRANSPORTATION EARNINGS—IN ILLINOIS.

| Months. | From pas- senger department. | From freight department. | Total. |
|---------------------|------------------------------------|--------------------------------|-------------|
| 1885, July | \$792 86 | \$2,404 26 | \$3,197 12 |
| " August | 859 29 | 1,257 65 | 2,116 94 |
| " September | 787 89 | 5,610 90 | 6,398 79 |
| " October | 984 22 | 3,953 40 | 4,937 62 |
| " November | 836 45 | 4,781 54 | 5,617 99 |
| " December | 939 25 | 6,635 78 | 7,575 03 |
| 1886, January | 779 85 | 5,281 29 | 6,061 14 |
| " February | 870 45 | 4,288 65 | 5,159 10 |
| " March | 1,130 95 | 4,304 01 | 5,434 96 |
| " April | 952 81 | 2,282 19 | 3,235 00 |
| " May | 745 40 | 2,926 34 | 3,671 74 |
| " June | 797 08 | 3,524 90 | 4,321 98 |
| Total | \$10,476 50 | \$47,250 91 | \$57,727 41 |

INCOME FROM OTHER SOURCES.

| Sources. | In Illinois. |
|------------------------|--------------|
| Express earnings | \$374 72 |
| Mail earnings | 3,570 59 |
| Miscellaneous | 91 67 |
| Total | \$4,039 98 |

TOTAL INCOME FROM ALL SOURCES.

| Sources. | In Illinois. |
|---|--------------|
| From passenger and freight department | \$57,727 41 |
| From other sources | 4,039 98 |
| Total income from all sources | \$61,767 39 |

DEDUCTIONS MADE FROM TRANSPORTATION EARNINGS.

| Average earnings. | In Illinois. |
|--|--------------|
| Average passenger department earnings per mile | \$121 82 |
| Average freight department earnings per mile | 549 42 |
| Average gross transportation earnings per mile | 671 24 |
| Average net transportation earnings per mile | 33 84 |

OPERATING EXPENSES AND TAXES.

| Items of Operating Expenses. | In Illinois. |
|--|--------------|
| Salaries general officers and clerks | \$2,346 46 |
| Law expenses | 339 19 |
| Insurance | 255 65 |
| Stationery and printing | 704 92 |
| Outside agencies and advertising | 8 99 |
| Contingencies | 399 93 |
| Repairs or renewals—bridges (including culverts and cattle-guards) | 3,003 41 |
| Repairs or renewals—buildings | 92 46 |
| General office expenses | 92 23 |
| Water station service | 323 47 |
| Repairs of roadway and track | 15,657 05 |
| Repairs of locomotives | 1,416 45 |
| Fuel for locomotives | 2,313 11 |
| Water supply, water station expenses and repairs | 468 70 |
| Oil and waste | 314 81 |
| Locomotive service | 4,938 88 |
| Repairs of passenger cars | 228 65 |
| Passenger train service | 1,056 31 |
| Passenger train expenses | 107 68 |
| Locomotive hire | 4,076 25 |
| Repairs of freight cars | 1,591 87 |
| Freight train service | 2,161 68 |
| Freight train expenses | 29 76 |
| Mileage of freight cars (debit balance) | 4,130 31 |
| Telegraph expenses (maintenance and operating) | 5,767 82 |
| Damage and loss of freight and baggage | 287 60 |
| Damage to property and cattle | 121 81 |
| Miscellaneous | 17 50 |
| Station expenses | 485 32 |
| Station expenses | 445 86 |
| Total operating expenses | \$53,097 16 |
| Taxes | 537 55 |
| Total operating expenses and taxes | \$53,634 71 |

Average operating expenses (less taxes) per mile, \$617.40.

Proportion of operating expenses (less taxes) to earnings, 85.96 per cent.

EXPENSES IN ADDITION TO OPERATING EXPENSES AND TAXES.

| | |
|--------------------|--------|
| Right of way | \$1 00 |
|--------------------|--------|

GENERAL EXHIBIT.

NET INCOME, DIVIDENDS, BALANCES.

| | |
|--|-------------|
| Total income | \$61,767 39 |
| Operating expenses, less taxes | 53,097 16 |
| Excess of income over operating expenses | \$8,670 23 |
| Less taxes | 537 55 |
| Excess of income over operating expenses and taxes | \$8,132 68 |
| Net income | \$8,132 68 |
| Balance for the year | \$8,132 68 |
| Balance (profit and loss) carried forward to next year | \$8,132 68 |

GENERAL BALANCE SHEET.

| Assets. | | Liabilities. | |
|-------------------------------------|------------|--|------------|
| <i>Investments, as follows:</i> | | <i>Unfunded debt, as follows:</i> | |
| Real estate | \$1 00 | Vouchers and accounts | \$5,488 10 |
| <i>Cash items, as follows:</i> | | By tax advances | 472 00 |
| Cash | 2,912 87 | By material taken up from receiver | 3,750 30 |
| Bills receivable | 1,670 39 | | |
| Due from agents and companies | 353 03 | | |
| <i>Cash assets, as follows:</i> | | | |
| Materials and supplies | 3,795 70 | | |
| Debit balance | 977 42 | | |
| Total assets | \$9,710 41 | Total liabilities | \$9,710 41 |

CHICAGO AND ST. LOUIS RAILWAY.

ORGANIZATION AND CONSTRUCTION.

The Chicago and St. Louis Railway Company was organized as of date of January 1, 1885. On May 1, 1885, this Company purchased the Chicago, St. Louis and Western Railroad and all of its property, and all of its right, title and interest in the Chicago, Pekin and Southwestern Railroad, which were duly conveyed and assured to this Company.

OFFICERS.

| | |
|--|-------------------|
| President..... | F. E. Hinckley. |
| Secretary..... | F. P. Read. |
| Treasurer..... | F. E. Hinckley. |
| Auditor..... | A. M. Hinckley. |
| General Manager..... | F. E. Hinckley. |
| Superintendent..... | A. H. Crocker. |
| Chief Engineer..... | F. E. Hinckley. |
| General Freight Agent..... | J. V. Mahoney. |
| General Passenger Ticket and Purchasing Agent..... | B. T. Lewis. |
| Superintendent of Telegraph..... | H. Mohle. |
| General Baggage Agent..... | B. T. Lewis. |
| Superintendent Car Repairs..... | J. N. Chilson. |
| Master Mechanic Locomotive Department..... | P. J. Heckman. |
| General Road Master..... | E. P. Rockwell. |
| Superintendent Bridges..... | George W. Martin. |

General office at room 603, First National Bank building, Chicago, Ill.

Date of annual election, first Wednesday in February in each year.

DIRECTORS.

| | |
|-----------------------|-----------------|
| F. E. Hinckley..... | Chicago, Ill. |
| W. S. Hinckley..... | Chicago, Ill. |
| B. T. Lewis..... | Lafayette, Ill. |
| Geo. W. Hinckley..... | Hinsdale, Ill. |
| A. M. Hinckley..... | Hinsdale, Ill. |

CAPITAL STOCK

| | |
|---|----------------|
| Amount of common stock..... | \$1,500,000.00 |
| Number of stockholders in Illinois..... | All. |
| Amount of stock held in Illinois..... | \$1,500,000.00 |
| Number of shares held in Illinois..... | All. |

FUNDED DEBT IN DETAIL.

| Name of Bond. | When issued. | When due. | Interest, per cent. anno. | When payable. | Amount of bonds. |
|--|--------------|--------------|---------------------------------|---------------|------------------|
| | | | | | |
| First mortgage..... | Mch. 1, 1885 | Mch. 1, 1915 | 6 | Mch. & Sept. | \$1,500,000.00 |
| Total..... | | | | | \$1,500,000.00 |
| Average bonded debt per mile for 150 miles..... | | | | | \$10,000.00 |

TOTAL LIABILITIES.

COMMON STOCK AND FUNDED AND UNFUNDED DEBT.

| Stocks and Bonds. | Total. |
|---------------------------------------|----------------|
| Common stock | \$1,500,000 00 |
| Bonded debt | 1,500,000 00 |
| Floating debt | 100,000 00 |
| Aggregate | \$3,100,000 00 |
| Average per mile, for 150 miles | \$20,000 00 |

LENGTH OF TRACK.

| Main line. | Whole line miles. | Main line and branches, miles. | In Illinois, miles. |
|--------------------------------------|----------------------|---|------------------------|
| From Chicago to Pekin | 150 | | All. |
| BRANCHES. | | | |
| From Streator to Coalville | 2.2 | 152.2 | All. |
| Main line and branches | | | 152.2 |
| Sidings on main line | | | 13.8 |
| Aggregate length of all tracks | | | 166 |

Proportion of road in Illinois, 100 per cent.

Included in report of mileage of main track is about six miles of track leased and used jointly with the T. P. & W. Ry. Also about 2 miles leased and used jointly with the Chicago and Grand Trunk Railway.

RAILS AND TIES.

| | |
|-------------------------------|------------|
| Iron— | |
| On road | 50 miles. |
| Average weight per yard | 54 pounds. |
| Steel— | |
| On road | 100 miles. |
| Average weight per yard | 60 pounds. |
| Ties— | |
| Average number per mile | 2,800 |

STATIONS.

| | |
|---------------------------|----|
| Number in Illinois | 20 |
| Total on whole line | 20 |

EQUIPMENT.

| Description. | Whole line. |
|--|-------------|
| Locomotives— | |
| Passenger | 2 |
| Freight | 15 |
| Passenger equipment— | |
| Coaches | 4 |
| Baggage and mail cars | 2 |
| Freight equipment— | |
| Box cars | 100 |
| Stock cars | 50 |
| Coal cars | 260 |
| Total number cars of all classes | 416 |

Platform and coupler used: Miller.

Brake used: Westinghouse.

EMPLOYEES.

NUMBER, CHARACTER OF SERVICE, AND ANNUAL SALARIES OF EMPLOYEES.

| Average No. em- ployed. | Officers and Em- ployés. | Average yearly salary. | Aggregate yearly salary. |
|-------------------------------|---|------------------------------|--------------------------------|
| 5 | General officers | \$1,500 00 | \$7,500 00 |
| 2 | Master mechanics | 1,200 00 | 2,400 00 |
| 1 | Road master | 1,200 00 | 1,200 00 |
| 5 | Clerks | 600 00 | 3,000 00 |
| 25 | Machinists | 600 00 | 15,000 00 |
| 10 | All conductors | 900 00 | 9,000 00 |
| 15 | All engineers | 1,000 00 | 15,000 00 |
| 15 | Firemen | 600 00 | 9,000 00 |
| 3 | Wipers | 500 00 | 1,500 00 |
| 20 | Brakemen | 550 00 | 11,000 00 |
| 20 | Station agents also telegraph operators | 700 00 | 14,000 00 |
| 6 | Carpenters | 600 00 | 3,600 00 |
| 24 | Section foremen | 540 00 | 12,960 00 |
| 140 | Sectionmen | 350 00 | 49,000 00 |
| 6 | Flagmen | 360 00 | 1,080 00 |
| 10 | Switchmen and watchmen | 800 00 | 8,000 00 |
| 6 | Bridge tenders and pumpers | 360 00 | 2,160 00 |
| 4 | Other employes | 299 00 | 1,195 02 |
| 317 | Total | | \$166,595 02 |

MILEAGE.

CAR MILEAGE.

| Cars. | In Illinois. |
|--|--------------|
| Passenger, mail and baggage | 207,133 |
| Freight, local and foreign cars (loaded) | 1,366,339 |
| Total car mileage | 1,573,472 |
| Empty freight car mileage | 755,219 |

INCOME.

MONTHLY TRANSPORTATION EARNINGS—WHOLE LINE.

| Months. | From passenger department. | From freight department. | Total. |
|--------------------|----------------------------------|--------------------------------|--------------|
| 1885, July..... | \$2,231 36 | \$20,276 50 | \$22,507 86 |
| " August..... | 2,305 51 | 21,333 84 | 23,639 35 |
| " September..... | 2,427 60 | 33,069 72 | 35,497 32 |
| " October..... | 2,633 33 | 23,882 65 | 25,915 98 |
| " November..... | 1,720 26 | 23,856 53 | 25,756 79 |
| " December..... | 3,046 98 | 25,224 47 | 28,271 45 |
| 1886, January..... | 2,169 63 | 12,440 16 | 14,609 79 |
| " February..... | 2,652 10 | 25,838 37 | 27,890 47 |
| " March..... | 2,436 16 | 26,866 97 | 29,303 13 |
| " April..... | 2,087 66 | 21,756 41 | 23,844 07 |
| " May..... | 2,109 94 | 22,008 11 | 24,118 05 |
| " June..... | 1,956 78 | 27,290 25 | 29,247 03 |
| Total..... | \$26,577 31 | \$283,843 98 | \$310,421 29 |

TOTAL INCOME FROM ALL SOURCES.

| Sources. | In Illinois. |
|------------------------------------|--------------|
| From passenger department..... | \$26,577 31 |
| From freight department..... | 283,843 98 |
| Total income from all sources..... | \$310,421 29 |

DEDUCTIONS MADE FROM TRANSPORTATION EARNINGS.

| Average Earnings. | In Illinois. |
|---|--------------|
| Average passenger department earnings per mile..... | \$177 18 |
| Average freight department earnings per mile..... | 1,892 29 |
| Average gross transportation earnings per mile..... | 2,069 47 |
| Average net transportation earnings per mile..... | 460 65 |

OPERATING EXPENSES AND TAXES.

| Items of Operating Expenses. | In Illinois. |
|---|--------------|
| Salaries general officers and clerks..... | \$16,499 74 |
| Law expenses..... | 422 45 |
| Stationery and printing..... | 1,795 53 |
| Contingencies, miscellaneous expenses..... | 690 15 |
| Repairs or renewals—bridges (including culverts and cattle-guards)..... | 6,745 24 |
| Repairs or renewals—buildings..... | 1,090 86 |
| Repairs or renewals—fences, road-crossings or signs..... | 22 45 |
| Repairs of roadway and track..... | 56,671 58 |
| Repairs of locomotives..... | 15,109 71 |
| Fuel..... | 15,335 42 |
| Water supply..... | 4,185 68 |
| Oil and waste..... | 2,664 51 |
| Locomotive service..... | 18,969 01 |
| Train service..... | 21,018 14 |
| Repairs of cars..... | 31,267 01 |
| Telegraph expenses (maintenance and operating)..... | 1,005 35 |
| Damage and loss of freight and baggage..... | 156 17 |
| Damage to property and cattle..... | 3,935 72 |
| Agents and station service..... | 30,392 49 |
| Station supplies, rent of track..... | 13,346 63 |
| Total operating expenses..... | \$241,323 84 |
| Taxes..... | 17,163 26 |
| Total operating expenses and taxes..... | \$258,487 10 |

Average operating expenses (less taxes) per mile, \$1,608.82.

Proportion of operating expenses (less taxes) to earnings, 77.7 %.

ADDITIONAL INFORMATION.

This Company has a contract with the United States Government for the transportation of mails, the compensation being governed by weight of mails and subject to change.

The American Express Company does business on this road; compensation is according to weight and class of freight.

This Company has one machine shop in Illinois located at Streator, where ordinary repairs are made.

The entire line is in Illinois; no separation of charges for branches.

STATEMENT OF ACCIDENTS.

KILLED AND INJURED DURING THE YEAR.

There were five accidents upon this road during the year in which two persons were killed and three injured—all being employees.

CHICAGO, ROCK ISLAND AND PACIFIC RAILWAY.

ORGANIZATION AND CONSTRUCTION.

The original charter in Illinois was granted February 27, 1847, to the Rock Island and LaSalle Railroad Company. The name was changed to Chicago and Rock Island by charter granted February 7, 1851. A consolidation of this company was effected August 29, 1866, with the Chicago, Rock Island and Pacific Railroad Company, of Iowa, the consolidated company taking the name of the Chicago, Rock Island and Pacific Railroad Company.

The main line from Chicago to Rock Island was put in operation July 10, 1854, and through to Council Bluffs in June, 1869, a distance of 500 miles, and from Wilton to Washington, Iowa, 50 miles, at some earlier date not known. In 1874 a branch railroad was constructed through to the mouth of the Calumet river, known as the South Chicago Branch, nine miles in length. Previous to the first of June, 1880, the Chicago, Rock Island and Pacific Railroad Company operated, as lessees, in the States of Iowa, Missouri and Kansas, sundry railroads known as the Iowa Southern and Missouri Northern Railroad, the Newton and Monroe Railroad, the Atlantic and Audubon Railroad, and the Atlantic Southern Railroad, and had contracted to operate the Avoca, Macedonia and Southwestern and the Guthrie and Northwestern Railroads, two lines in course of construction. They had also extended their Oskaloosa Branch from Washington to Knoxville, Iowa, a distance of 78 miles. On the second day of June, 1880, by a vote of a large majority of the stockholders, the aforementioned railroad companies were consolidated with the Chicago, Rock Island and Pacific Railroad Company, under the name of the Chicago, Rock Island and Pacific Railway Company, said company assuming all the corporate and other franchises, rights, privileges and properties of each and all of said parties; and holding itself liable for all contracts, leases or obligations of each and all the above mentioned companies.

This Company operates under lease, the Peoria and Bureau Valley Railroad, 46 $\frac{3}{4}$ miles in length, connecting Peoria with the Chicago, Rock Island and Pacific Railway at Bureau Junction; rental \$125,000 per annum; F. H. Tows, of New York, President. Also the Keokuk and Des Moines Railway, connecting Keokuk and Des Moines, Iowa, 162 miles long; rental 25 per cent. of gross earnings; President, H. A. Barling, of New York. Also the Harlan and Northwestern Railroad, connecting Avoca and Harlan, Iowa; President, Thos. M. McDonald, Iowa. It has also a leasehold interest in the Kansas City Branch of the Hannibal and St. Joseph Railroad, connecting Cameron and Kansas City, Missouri, a distance of 54 miles; rental \$37,500 per annum, and bridge tolls over Missouri river; President, Wm. Dowd, New York City.

At the date of this report the Chicago, Rock Island and Pacific Railway Company were operating 1,383.4 miles of railway.

The Chicago, Milwaukee and St. Paul Railway is furnished trackage from Port Byron Junction to Rock Island over the tracks of this Company, together with the yard and depot accommodations at Rock Island and Moline, for which \$15,000 per annum rental is paid.

OFFICERS,

| | |
|--|---------------------------------------|
| President, R. R. Cable..... | Chicago, Ill. |
| Vice-Presidents, David Dows, New York, and A. Kimball..... | Chicago, Ill. |
| General Solicitor, T. F. Withrow..... | Chicago, Ill. |
| Secretary and Treasurer, W. G. Purdy..... | Chicago, Ill. |
| Auditor, F. W. Porter..... | Chicago, Ill. |
| General Manager, R. R. Cable..... | Chicago, Ill. |
| General Superintendent, H. F. Royce..... | Chicago, Ill. |
| Assistant General Manager, E. St. John..... | Chicago, Ill. |
| Division Superintendents..... | { R. H. Chamberlin..... Chicago, Ill. |
| | { John Givin..... Des Moines, Ia. |
| | { Geo. F. Walker..... Trenton, Mo. |

| | |
|---|---------------|
| General Freight Agent, W. M. Sage..... | Chicago, Ill. |
| General Passenger and Ticket Agent, E. A. Holbrook..... | Chicago, Ill. |
| Purchasing Agent, F. A. Marsh..... | Chicago, Ill. |
| Superintendent of Telegraph, A. R. Swift..... | Chicago, Ill. |
| General Baggage Agent, J. D. Marston..... | Chicago, Ill. |
| Master Mechanic, T. B. Twombly..... | Chicago, Ill. |
| Master Car Builder, B. K. Verbruyck..... | Chicago, Ill. |

General office at Chicago, Illinois.

Date of annual election, first Wednesday in June, each year.

DIRECTORS.

| | |
|-----------------------|-------------------|
| David Dows..... | New York City. |
| Francis H. Tows..... | New York City. |
| Henry M. Flagler..... | New York City. |
| James R. Cowing..... | New York City. |
| Sidney Dillon..... | New York City. |
| R. P. Flower..... | New York City. |
| Benj. Brewster..... | New York City. |
| H. R. Bishop..... | New York City. |
| Heigh Riddle..... | Chicago, Ill. |
| H. H. Porter..... | Chicago, Ill. |
| Marshall Field..... | Chicago, Ill. |
| R. R. Cable..... | Rock Island, Ill. |
| Geo. G. Wright..... | Des Moines, Ia. |

CAPITAL STOCK.

| | |
|---|-----------------|
| Amount of common stock..... | \$41,960,000 00 |
| Number of stockholders in Illinois..... | 81 |
| Number elsewhere..... | 3,041 |
| Amount of stock held in Illinois..... | \$1,557,700 00 |
| Number of shares held in Illinois..... | 15,577 |

FUNDED DEBT IN DETAIL.

| Name of Bond. | When issued. | When due. | Interest. | | | Amount of bonds. |
|--|--------------|--------------|----------------|---------------|--------------------------|------------------|
| | | | Rate per cent. | When payable. | Amount paid during year. | |
| First mortgage..... | May 1, 1877 | July 1, 1917 | 6 | Jan. and July | \$720,000 00 | \$12,500,000 00 |
| Chi. & Southwestern..... | Oct. 6, 1869 | Nov. 1, 1899 | 7 | May and Nov. | 350,000 00 | 5,000,000 00 |
| Extension and col- lateral bonds..... | July 4, 1884 | July 1, 1934 | 5 | Jan. and July | 174,000 00 | 3,960,000 00 |
| Total..... | | | | | \$1,244,000 00 | \$21,460,000 00 |

Average bonded debt per mile for 1,120.2 miles, \$19,157.00.

TOTAL LIABILITIES.

COMMON STOCK AND FUNDED DEBT.

| Stocks and Bonds. | | Total. |
|--|--|-----------------|
| Common stock..... | | \$41,960,000 00 |
| Bonded debt..... | | 21,460,000 00 |
| Aggregate..... | | \$63,420,000 00 |
| Average per mile, for 1,120.2 miles..... | | 56,615 00 |

LENGTH OF TRACK.

| Main Line. | Whole line. Miles. | In Illinois. Miles. |
|---|-----------------------|------------------------|
| From Chicago to Council Bluffs | 499.2 | 182.2 |
| BRANCHES. | | |
| From Davenport, Iowa, to Atchison, Kansas | 345 | |
| Atchison Junction to Leavenworth, Kansas | 21.5 | |
| Cameron, Mo., to Kansas City | 54.3 | |
| Washington, Iowa., to Knoxville | 77.5 | |
| Bureau Junction to Peoria | 46.7 | 46.7 |
| South Englewood to South Chicago | 7.5 | 7.5 |
| Wilton to Muscatine | 12 | |
| Newton to Monroe | 17 | |
| Des Moines to Indianola and Winterset | 46.9 | |
| Menlo to Guthrie Center | 14.5 | |
| Atlantic to Audubon | 24.5 | |
| Atlantic to Griswold | 14.7 | |
| Avoca to Carson | 17.6 | |
| Avoca to Harlan | 11.8 | |
| Keokuk to Des Moines | 162.2 | |
| □ Mt. Zion to Keosauqua | 4.5 | |
| Wilton to Lime Kilns | 6 | |
| Total length of branches | 884.2 | 54.2 |
| Main line and branches | 1,383.4 | 236.4 |
| Double track on main line | 162.7 | 158.7 |
| Sidings on main line | 179.8 | 95.7 |
| Sidings on branches | 108.1 | 12.6 |
| Aggregate length of all tracks | 1,834 | 503.4 |

Proportion of road in Illinois, $17\frac{1}{10}$ per cent.

RAILS AND TIES.

| | | |
|-----------------------------------|--|----------------|
| Iron— | | |
| On road | | 312,910 miles. |
| Average weight per yard | | 58 lbs. |
| Steel— | | |
| On road | | 1,070.5 miles. |
| Average weight per yard | | 60 lbs. |
| Re-laid during the year | | 68 miles. |
| Ties— | | |
| Average number per mile | | 2,750 |
| Number laid during the year | | 498,020 |

BRIDGES.

| | |
|---|---------------------|
| Number of pile bridges in Illinois, 249 | length, 7,028 feet. |
| Number of wooden in Illinois, 4 | length, 5.9 feet. |
| Number of iron in Illinois, 77 | length, 5,814 feet. |
| Number of combination in Illinois 2 | length, 602 feet. |
| Total | 332 |
| | 14,033 feet. |

STATIONS.

| | |
|------------------------------|-----|
| Number in Illinois | 54 |
| Number out of Illinois | 168 |
| Total on whole line | 222 |

EQUIPMENT.

| Description. | Whole line. |
|---------------------------------------|-------------|
| Locomotives— | |
| Passenger..... | 75 |
| Freight..... | 261 |
| Passenger equipment— | |
| Coaches..... | 142 |
| Sleepers..... | 26 |
| Dining cars..... | 9 |
| Officers' cars..... | 3 |
| Express and baggage cars..... | 34 |
| Baggage and mail cars..... | 10 |
| Mail cars..... | 9 |
| Freight equipment— | |
| Box cars..... | 4,605 |
| Stock cars..... | 1,237 |
| Caboose..... | 185 |
| Flat and coal cars..... | 1,844 |
| Other cars..... | 9 |
| Hand and rubble cars..... | 700 |
| Total number cars of all classes..... | 8,813 |

Platform and coupler used, Miller.

Brake used, Westinghouse Automatic.

AVERAGE LIFE OF LOCOMOTIVES, CARS, RAILS, TIES, BRIDGES, ETC.

| Equipment and Superstructure. | Average life in years. |
|-------------------------------|------------------------|
| Locomotives— | |
| Passenger..... | 15 |
| Freight..... | 15 |
| Cars— | |
| Passenger..... | 15 |
| Baggage..... | 12 |
| Box..... | 12 |
| Stock..... | 10 |
| Coal..... | 10 |
| Flat..... | 10 |
| Rails— | |
| Iron..... | 4 |
| Steel..... | 8 |
| Joint Fastenings..... | 8 |
| Frogs..... | 2 |
| Ties— | |
| Oak..... | 7 |
| Pine..... | 4 |
| Hemlock..... | 4 |
| Cedar..... | 6 |
| Bridges— | |
| Wooden } Covered..... | 25 |
| } Uncovered..... | 13 |
| Iron..... | 60 |
| Combination } Covered..... | 15 |
| } Uncovered..... | 13 |
| Trestles..... | 9 |
| Piling..... | 12 |
| Telegraph Poles— | |
| Cedar..... | 15 |
| Fence Posts— | |
| Oak..... | 6 |
| Cedar..... | 10 |

EMPLOYES.

NUMBER, CHARACTER OF SERVICE, AND ANNUAL SALARIES OF EMPLOYES.

| Average No. em- ployed. | Officers and Employés. | Average yearly salary. | Aggregate yearly salary. |
|-------------------------------|--|------------------------------|--------------------------------|
| 10 | General officers..... | \$6,000 00 | \$60,000 00 |
| 3 | Division superintendents..... | 3,050 00 | 9,150 00 |
| 2 | Civil engineers..... | 2,100 00 | 4,200 00 |
| 4 | Master mechanics..... | 2,000 00 | 8,000 00 |
| 12 | Road masters..... | 1,600 00 | 19,200 00 |
| 590 | Clerks..... | 610 00 | 377,600 00 |
| 940 | Machinists..... | 620 00 | 582,800 00 |
| 56 | Passenger conductors..... | 840 00 | 47,040 00 |
| 145 | Freight conductors..... | 710 00 | 102,950 00 |
| 350 | Passenger and freight engineers..... | 1,080 00 | 378,000 00 |
| 350 | Firemen..... | 550 00 | 192,500 00 |
| 160 | Wipers..... | 420 00 | 67,200 00 |
| 80 | Baggagemen..... | 540 00 | 43,200 00 |
| 550 | Brakemen..... | 480 00 | 264,000 00 |
| 167 | Station agents not telegraph operators..... | 720 00 | 120,240 00 |
| 50 | Station agents also telegraph operators..... | 620 00 | 31,000 00 |
| 145 | Telegraph operators not station agents..... | 550 00 | 79,750 00 |
| 835 | Carpenters..... | 540 00 | 450,900 00 |
| 380 | Section foremen..... | 600 00 | 228,000 00 |
| 1,940 | Sectionmen..... | 300 00 | 582,000 00 |
| 1,260 | Laborers..... | 320 00 | 403,200 00 |
| 45 | Flagmen..... | 300 00 | 13,500 00 |
| 200 | Switchmen and watchmen..... | 500 00 | 100,000 00 |
| 75 | Bridge tenders and pumpers..... | 450 00 | 36,000 00 |
| 25 | Other employes..... | 720 00 | 18,000 00 |
| 8,404 | Total..... | | \$4,224,430 00 |

TRAFFIC.

PASSENGERS AND FREIGHT CARRIED.

| | Whole line. | In Illinois. |
|---|------------------------|--------------|
| Through passengers..... | 198,854 | 145,525.2 |
| Local passengers..... | 3,035,492.2 | 1,897,433 |
| Total passengers carried..... | 3,234,346.2 | 2,042,958.2 |
| Number of passengers carried one mile..... | 131,937.403 | |
| Average number cars in passenger train..... | 5 | |
| Average number of miles traveled by each passenger..... | 41 | |
| Average receipts per passenger per mile..... | 2.367 cts. | |
| Through freight, in tons..... | 2,024,312 | 1,665,447 |
| Local freight, in tons..... | 1,529,129 | 977,921 |
| Total tons freight carried..... | 3,553,441 | 2,643,368 |
| Average tons of freight carried one mile..... | 722,719.679 | |
| Average number of cars in freight train..... | 20 | |
| Average number tons of freight per train..... | 223 | |
| Average number tons of freight per car..... | 11 ^{202/2000} | |
| Average receipt per ton freight per mile..... | .01.06 cts. | |

FREIGHT CLASSIFIED.

| | Whole line. Tons. | In Illinois. Tons. |
|---|----------------------|-----------------------|
| Corn | 427,660 | 291,724 |
| Wheat | 74,091 | 55,090 |
| Rye | 17,394 | 13,781 |
| Oats and barley | 230,973 | 203,454 |
| Flour | 128,346 | 104,998 |
| Provisions | 84,068 | 52,406 |
| Salt | 37,844 | 34,979 |
| Agricultural implements | 51,297 | 40,245 |
| Lumber | 355,279 | 148,372 |
| Other forest products | 23,543 | 8,679 |
| Horses and mules | 11,290 | 6,730 |
| Cattle | 129,247 | 119,020 |
| Hogs and sheep | 165,853 | 148,853 |
| Iron, lead and other mineral products | 219,854 | 212,853 |
| Stone, brick, sand, lime, clay, cement and stucco | 281,090 | 241,363 |
| Coal and coke | 534,370 | 308,242 |
| Merchandise and other articles | 781,272 | 652,579 |
| Total tons | 3,553,441 | 2,643,368 |

MILEAGE.

TRAIN MILEAGE.

| Trains. | Whole line. | In Illinois. |
|---------------------------|-------------|--------------|
| Passenger | 2,518,408 | 1,010,633 |
| Freight | 5,460,848 | 1,725,601 |
| Construction | 700,975 | 89,965 |
| Switching | 1,717,964 | 901,223 |
| Total train mileage | 10,397,895 | 3,727,422 |

CAR MILEAGE.

| Cars. | Whole line. | In Illinois. |
|-----------------------------------|-------------|--------------|
| Passenger, mail and baggage | 14,208,483 | 5,583,318 |
| Freight | 100,176,403 | 41,657,730 |
| Total car mileage | 114,384,886 | 47,241,048 |
| Empty freight car mileage | 23,115,884 | 8,750,367 |

PASSENGER MILEAGE AND FREIGHT TONNAGE.

| Passenger mileage. | Whole line. | In Illinois. | Freight tonnage. | Whole line. | In Illinois. |
|--------------------------|-------------|--------------|---------------------------|-------------|--------------|
| Through | 57,525,152 | 22,112,778 | Through | 180,525,916 | 221,156,015 |
| Local | 74,412,251 | 31,756,126 | Local | 242,493,769 | 100,618,969 |
| Total pass. mil'ge. | 131,937,403 | 53,868,904 | Total fr't. tonnage | 722,719,679 | 321,774,984 |

INCOME.

MONTHLY TRANSPORTATION EARNINGS—WHOLE LINE.

| Months. | From pas- senger department. | From freight department. | Total. |
|--------------------|------------------------------------|--------------------------------|-----------------|
| 1885, July..... | \$311,952 29 | \$554,929 73 | \$866,882 02 |
| " August..... | 310,467 67 | 640,773 90 | 951,241 57 |
| " September..... | 384,144 72 | 791,443 44 | 1,175,588 16 |
| " October..... | 326,731 29 | 875,114 41 | 1,201,845 70 |
| " November..... | 260,667 65 | 734,017 05 | 994,684 70 |
| " December..... | 263,489 34 | 649,677 48 | 913,166 82 |
| 1886, January..... | 228,538 65 | 407,856 67 | 636,395 32 |
| " February..... | 228,494 92 | 508,821 36 | 737,316 28 |
| " March..... | 300,696 48 | 804,197 52 | 1,104,894 00 |
| " April..... | 292,542 81 | 608,699 85 | 901,242 66 |
| " May..... | 281,853 08 | 585,455 34 | 867,308 42 |
| " June..... | 274,936 61 | 596,665 28 | 871,601 89 |
| Total..... | \$3,464,515 51 | \$7,757,652 03 | \$11,222,167 54 |

IN ILLINOIS.

| | From passenger department. | From freight department. | Total. |
|------------|----------------------------------|--------------------------------|----------------|
| Total..... | \$1,039,354 65 | \$2,327,295 61 | \$3,366,650 26 |

INCOME FROM OTHER SOURCES.

| Sources. | Whole line. |
|---|--------------|
| From rents for use of road, etc..... | \$132,787 63 |
| From exchange, interest and discount..... | 497,255 61 |
| From telegraph earnings..... | 7,985 54 |
| From passenger car mileage..... | 20,250 38 |
| From freight car mileage..... | 187,126 58 |
| Total..... | \$845,405 74 |

TOTAL INCOME FROM ALL SOURCES.

| Sources. | Whole line. |
|------------------------------------|-----------------|
| From passenger department..... | \$3,464,515 51 |
| From freight department..... | 7,757,652 03 |
| From other sources..... | 845,405 74 |
| Total income from all sources..... | \$12,067,573 28 |

DEDUCTIONS MADE FROM TRANSPORTATION EARNINGS.

| Average Earnings. | Whole line. |
|---|------------------|
| Average passenger department earnings per mile..... | \$2,594 34 |
| Average passenger department earnings per train mile..... | 1 37 |
| Average freight department earnings per mile..... | 5,607 67 |
| Average freight department earnings per train mile..... | 1 42 |
| Average gross transportation earnings per mile..... | 8,112 01 |
| Average gross transportation earnings per train mile..... | 1 40 |
| Average net transportation earnings per mile..... | 3,245 25 |
| Average net transportation earnings per train mile..... | 56 |
| The ratio of passenger to freight earnings was..... | As 100 is to 224 |

OPERATING EXPENSES AND TAXES.

| Items of Operating Expenses. | Whole line. | In Illinois. |
|---|----------------|----------------|
| Salaries general officers and clerks..... | \$230,097 41 | \$69,029 22 |
| Law expenses..... | 15,285 62 | 13,585 69 |
| Dining car express..... | 111,686 49 | 33,505 95 |
| Stationery, printing and books..... | 58,288 59 | 17,486 58 |
| Outside agencies and advertising..... | 418,188 40 | 125,456 52 |
| Contingencies..... | 73,934 82 | 22,180 14 |
| Repairs or renewals—bridges (including culverts and cattle-guards)..... | 185,492 93 | 55,647 89 |
| Repairs or renewals—buildings..... | 175,563 69 | 52,669 10 |
| Repairs or renewals—fences, road-crossings or signs..... | 50,332 82 | 15,099 85 |
| Renewals of rails..... | 39,610 59 | 11,883 18 |
| Renewals of ties..... | 228,484 30 | 68,545 29 |
| Repairs of roadway and track..... | 762,635 91 | 228,790 77 |
| Repairs of locomotives..... | 378,165 14 | 113,449 51 |
| Fuel for locomotives..... | 625,116 65 | 187,633 99 |
| Water supply..... | 62,668 02 | 18,800 41 |
| Oil and waste..... | 42,688 11 | 12,806 43 |
| Locomotive service..... | 682,279 28 | 204,683 78 |
| Repairs of passenger cars..... | 155,850 47 | 46,755 11 |
| Passenger train service..... | 117,578 31 | 44,273 49 |
| Passenger train supplies..... | 22,974 35 | 6,621 41 |
| Mileage of passenger cars (debit balance)..... | 18,212 79 | 5,463 81 |
| Repairs of freight cars..... | 494,538 19 | 148,361 46 |
| Freight train service..... | 297,160 87 | 89,148 26 |
| Freight train supplies..... | 28,112 74 | 8,433 82 |
| Mileage of freight cars (debit balance)..... | 186,733 01 | 56,019 91 |
| Telegraph expenses (maintenance and operating)..... | 121,727 61 | 37,418 28 |
| Damage and loss of freight and baggage..... | 7,074 29 | 2,122 29 |
| Damage to property and cattle..... | 28,811 55 | 8,613 46 |
| Personal injury..... | 33,263 67 | 15,979 10 |
| Agents and station service..... | 912,891 31 | 273,867 40 |
| Station supplies..... | 81,814 76 | 25,443 53 |
| Total operating expenses..... | \$6,732,686 75 | \$2,019,806 02 |
| Taxes..... | 392,162 94 | 196,916 27 |
| Total operating expenses and taxes..... | \$7,124,849 69 | \$2,216,722 29 |

Average operating expenses (less taxes) per mile, \$1,866.77.

Average operating expenses (less taxes) per train mile, 61½ cents.

Proportion of operating expenses (less taxes) to earnings, 55.79 per cent.

EXPENSES IN ADDITION TO OPERATING EXPENSES AND TAXES.

| Paid for— | | Whole line. |
|---|--------------|----------------|
| Additional equipment..... | \$88,653 89 | |
| Additional real estate..... | 1,991 25 | |
| Construction— | | |
| Engineering and contingent expenses..... | 7,289 29 | |
| Fencing account..... | 1,289 55 | |
| Addition tracks ballasting masonry, reducing grades, etc..... | 383,562 98 | \$482,726 96 |
| Leased Lines— | | |
| Rent Peoria & Bureau Valley R. R..... | \$125,000 00 | |
| Rent Keokuk & Des Moines..... | 137,500 00 | |
| Rent Hannibal & St. Joseph..... | 39,495 33 | |
| Missouri River Bridge Tolls..... | 164,784 61 | 466,779 94 |
| Interest— | | |
| On funded debt..... | | 1,214,000 00 |
| Dividends— | | |
| On common stock (7 per cent.)..... | | 2,937,186 00 |
| Total additional expenses..... | | \$5,130,692 90 |

GENERAL EXHIBIT.

NET INCOME, DIVIDENDS, BALANCES.

| | |
|---|-----------------|
| Total income..... | \$12,067,573 28 |
| Operating expenses, less taxes..... | 6,732,686 75 |
| Excess of income over operating expenses..... | \$5,334,886 53 |
| Less taxes..... | 392,102 94 |
| Excess of income over operating expenses and taxes..... | \$4,942,783 59 |
| Interest on funded debt..... | \$1,214,000 00 |
| Rentals..... | 466,779 94 |
| Net income..... | 1,710,779 94 |
| Dividends declared 7%..... | \$3,232,003 65 |
| Balance for the year..... | \$294,817 65 |
| Balance (profit) last year..... | 1,326,023 85 |
| Balance (profit)..... | \$1,620,841 50 |
| Balance (profit) carried forward to next year..... | \$1,620,841 50 |

GENERAL BALANCE SHEET.

| Assets. | | Liabilities. | |
|---|-----------------|--|-----------------|
| Construction account..... | \$52,657,125 81 | Capital stock..... | \$41,960,000 00 |
| Equipment account..... | 7,816,676 66 | Funded debt..... | 21,460,000 00 |
| Other investments, as follows: | | Unfunded debt, as follows: | |
| Stock and bonds of connect- ins roads..... | 8,383,289 24 | Vouchers and accounts..... | 319,960 39 |
| Loans and other investments..... | 1,534,954 54 | Addition and improvement account..... | 8,213,000 00 |
| Accounts receivable..... | 32,247 77 | Profit and loss account..... | 239,264 00 |
| C., R. I. & P. Ry. Co. 6% bonds..... | 400,000 00 | | |
| U. S. Postoffice Department..... | 46,883 13 | | |
| Cash items, as follows: | | | |
| Cash..... | 400,169 20 | | |
| Due from agents and com- panies..... | 603,956 61 | | |
| Cash assets, as follows: | | | |
| Materials and supplies..... | 316,922 17 | | |
| Total assets..... | \$72,192,225 13 | Total liabilities..... | \$72,192,225 13 |

ADDITIONAL INFORMATION.

The compensation received from U. S. government for the transportation of mails, amounts to \$187,532.55 per annum, based on weight of mails, and regulations imposed by Congress and U. S. Postoffice Department.

The United States Express Company does business on this road, paying a sum equal to double first class rates on a specified weight daily. Cars furnished by railway company and hauled on passenger trains. Freight is received and delivered into cars by the Express Company.

Cars of the Red, Blue, Empire, Union and other lines are run on the road, paying freight tariff rates, company allowing usual car mileage.

The Pullman's Palace Car Company owns half the sleeping car equipment, and receives half the net revenue from same.

Dining cars are owned and operated by this Company. We charge 75 cents for a full meal in these cars.

No preference is given to the freight cars or freight of transportation companies doing business on this road.

This Company has no running arrangements with other roads, except the usual "through billing" and coupon ticket arrangements.

We have had pooling arrangements with C. B. & Q. R. R. Co., operating at Ottawa, Ill., and Wyanet, Ill., (the latter was discontinued in June last).

These pooling contracts have been for the purpose of maintaining rates fixed by Commissioners of the State of Illinois.

Illinois Commissioners' freight rates are the established rates at all stations, regardless of pools.

Freight designated as local, is that which is way-billed from one station on the main line or branches, to another station on the main line or branches. Through freight comprises all freight received from, or delivered to other transportation lines.

This Company has one machine shop in Illinois, located in the town of Lake, and employing 835 men. The work done consists of building and repairs of locomotives. The work done there is for both the Illinois Division and the main line.

Average receipt per ton per mile, for the transportation of Illinois coal, for the year ending June 30, 1886, was $7\frac{1}{100}$ cents.

The gross number of tons of Illinois coal carried for the year ending June 30, 1886, was 70,745.

STATEMENT OF ACCIDENTS.

KILLED AND INJURED DURING THE YEAR.

| Description. | | | | | In Illinois. | |
|-----------------|--|--|--|--|--------------|----------|
| | | | | | Killed. | Injured. |
| Passengers..... | | | | | 8 | 1 |
| Employees..... | | | | | 11 | 3 |
| Others..... | | | | | | |
| Total..... | | | | | 19 | 4 |

| No. | Name of person. | Occupation. | Cause of accident. | Date of accident. | Character of injury. |
|-----|---------------------|------------------|----------------------------|-------------------|----------------------|
| 1 | P. Tiederman..... | Passenger. | Trying to get on train. | July 16, 1885. | Loss of left leg. |
| 2 | F. C. Nitz..... | Citizen. | Struck by train. | July 27 " | Loss of one arm. |
| 3 | J. F. Daily..... | Yard master. | Standing on track. | Aug. 22 " | Death. |
| 4 | Dan Denovan..... | Employee. | Walking on track. | Sept. 1 " | " |
| 5 | P. Mullens..... | Sectionman. | Struck by engine. | " 12 " | " |
| 6 | Chas. Norton..... | Citizen. | Slipped from train. | " 12 " | " |
| 7 | R. Watts..... | Flagman. | Slipped in front train. | " 12 " | " |
| 8 | J. McCormick..... | Citizen. | Fell from train. | " 13 " | " |
| 9 | Robt. Fulton..... | " | Threw himself under train. | " 29 " | " |
| 10 | W. R. Egan..... | " | Climbing over cars. | Nov. 1 " | Loss of right arm. |
| 11 | O. M. Wilcox..... | Switchman. | Run over by engine. | Jan. 21, 1886. | Death. |
| 12 | J. Sundry..... | Citizen. | Fell off train. | Feb. 7 " | " |
| 13 | Tlios. Cruise..... | " | Jumped off train. | " 10 " | " |
| 14 | J. Forester..... | " | Struck by train. | Mar. 16 " | " |
| 15 | D. Harnett..... | Section foreman. | Run over. | " 18 " | " |
| 16 | Wm. Grub..... | Citizen. | Slipped from train. | Apr. 12 " | Loss of left leg. |
| 17 | J. Brown..... | " | Asleep on track. | May 11 " | Death. |
| 18 | Tlios. Fagan..... | Switchman. | Fell under cars. | June 11 " | " |
| 19 | John Meeder..... | Citizen. | Walking on track. | " 15 " | " |
| 20 | Paul Meyers..... | " | Asleep on track. | " 19 " | " |
| 21 | Wm. Greenhagan..... | " | Crossing track. | " 20 " | " |
| 22 | Mrs. Curley..... | " | Crushed under cars. | Oct. 20 " | " |
| 23 | P. Lyons..... | Car repairer. | " | Apr. 9 " | " |

CHICAGO, ST. LOUIS AND PITTSBURGH RAILROAD.

ORGANIZATION AND CONSTRUCTION.

The property of this Company consists of what has heretofore been known as the Columbus, Chicago and Indiana Central Railway. The history of the various companies which, by successive consolidation, formed the C., C. & I. Railway Co., as well as the dates of the several articles of consolidation creating that line, have been heretofore reported in full to the Railroad and Warehouse Commission of the State of Illinois.

The C., C. & I. Company having become insolvent, and judicial proceedings for the foreclosure of a mortgage having been instituted in the United States Circuit Court, at Indianapolis, and auxiliary proceedings having been also instituted in the Federal Courts at Cincinnati and Chicago, a sale of the entire property was made at the door of the Court House at Indianapolis, pursuant to the decrees made in the above mentioned courts, by Wm. P. Fishback and Jacob Cox, Master Commissioners, on January 10, 1883, and the same was bought by Wm. L. Scott, Chas. J. Osborn and Jno. S. Kennedy, Purchasing Committee, acting on behalf of certain creditors and stockholders of the Columbus, Chicago and Indiana Central Railway Company, pursuant to an agreement for the re-organization of said company, entered into between said creditors and the stockholders on July 15, 1882. Pursuant to this agreement of re-organization, the Purchasing Committee formed a corporation in the State of Illinois, and likewise in the State of Indiana, the date of the articles of association of each corporation being February 22, 1883.

In further pursuance of the agreement of re-organization, the Purchasing Committee mortgaged the entire property to Conrad Baker, of Indianapolis, and the Union Trust Company, of New York City, as trustees, to secure twenty-two million dollars of first consolidated five per cent. fifty-year bonds, to be issued by the Indiana corporation, and in part distributed among certain creditors of the Columbus, Chicago and Indiana Central Railway Company. This mortgage bears date February 21, 1883. After it had been recorded in all the counties in which any portion of the property is situated, the Purchasing Committee conveyed this entire property, subject to the above mentioned mortgage, to the Indiana corporation, by deed dated March 17, 1883. After the delivery and recording of this deed, the Purchasing Committee delivered to the Illinois corporation a quit-claim deed, conveying whatever interest might remain in the Purchasing Committee in that portion of the line situated in the State of Illinois. The portion of this railroad which is situated within the State of Ohio is, therefore, owned by an Indiana corporation known as the Chicago, St. Louis and Pittsburgh Railroad Company, and is maintained and operated in the State of Ohio under legislation of that State which permits a foreign railroad corporation to maintain and operate a railroad within that State.

Authority has been obtained from the Illinois Legislature to consolidate the Indiana and Illinois corporations above referred to, and the consolidation of these companies at an early day is in contemplation.

OFFICERS.

| | |
|--|-------------------|
| President, Geo. B. Roberts | Philadelphia, Pa. |
| First Vice-President, J. N. McCullough | Pittsburgh, Pa. |
| Second Vice-President, Wm. Shaw | Pittsburgh, Pa. |
| Third Vice-President and Comptroller, Thos. D. Mössler | Pittsburgh, Pa. |
| Secretary, S. B. Lizzet | Pittsburgh, Pa. |
| Treasurer, John E. Davidson | Pittsburgh, Pa. |
| Assistant Treasurer, M. C. Spencer | Pittsburgh, Pa. |
| Assistant Comptroller, John W. Renner | Pittsburgh, Pa. |
| General Manager, James McGee | Pittsburgh, Pa. |
| General Superintendent, J. F. Miller | Columbus, O. |
| Division Superintendent, J. I. Turner | Richmond, Ind. |
| Charles Watts | Logansport, Ind. |
| Chief Engineer, M. J. Becker | Columbus, O. |
| Superintendent of Transportation, S. N. Church | Columbus, O. |

| | |
|---|-----------------|
| General Freight Agent, Wm. Stewart..... | Pittsburgh, Pa. |
| General Passenger and Ticket Agent, E. A. Ford..... | Pittsburgh, Pa. |
| Assistant General Freight Agent, D. T. McCabe..... | Columbus, O. |
| Purchasing Agent, Wm. Mullins..... | Pittsburgh, Pa. |
| Superintendent of Telegraph, H. W. Wynkoop..... | Columbus, O. |
| General Baggage Agent, R. R. Bently..... | Pittsburgh, Pa. |
| Auditor of Freight Receipts, A. McElvery..... | Pittsburgh, Pa. |
| Auditor of Passenger Receipts, J. P. Farley..... | Pittsburgh, Pa. |
| Auditor of Disbursements, Jas. Instan..... | Pittsburgh, Pa. |

General office at Pittsburgh, Pa.

DIRECTORS.

| | |
|------------------------|-------------------|
| George B. Roberts..... | Philadelphia, Pa. |
| J. N. McCullough..... | Pittsburgh, Pa. |
| Wm. Shaw..... | Pittsburgh, Pa. |
| Thomas D. Messler..... | Pittsburgh, Pa. |
| William L. Scott..... | Erie, Pa. |
| Edmond Smith..... | Philadelphia, Pa. |
| Alfred L. Dennis..... | Newark, N. J. |
| John P. Green..... | Philadelphia, Pa. |
| R. Biddle Roberts..... | Chicago, Ill. |

Date of annual election, third Wednesday in March.

CAPITAL STOCK.

| | |
|---|----------------|
| Amount of common stock..... | \$7,439,142 74 |
| Amount of preferred stock..... | 17,456,200 00 |
| Number of stockholders in Illinois..... | 10 |
| Number elsewhere..... | 789 |
| Amount of stock held in Illinois..... | \$99,400 00 |
| Number of shares held in Illinois..... | 994 |

FUNDED DEBT IN DETAIL.

| Name of bond. | When issued. | When due. | Interest. | | Amount of bonds. | |
|--|--------------|-----------|----------------|-----------------|------------------|-----------------|
| | | | Rate per cent. | When payable. | | |
| Union & Logansport R. R. Co., 1st mortgage..... | 1865..... | 1905..... | 7 | Apr. 1 & Oct. 1 | \$50,050 00 | \$715,000 00 |
| Old Co., G. E. R. R. Co., 1st mortgage..... | 1863..... | 1893..... | 7 | " " | 7,525 00 | 107,000 00 |
| Last Co., G. E. R. R. Co., 1st mortgage..... | 1865..... | 1895..... | 7 | " " | 8,120 00 | 116,000 00 |
| Col. and Indianapolis Cent. R. R. Co., 1st mortgage..... | 1864..... | 1904..... | 7 | Jan. 1 & July 1 | 184,170 00 | 2,631,000 00 |
| Col. and Indianapolis Cent. R. R. Co., 2d mortgage..... | 1864..... | 1904..... | 7 | May 1 & Nov. 1 | 54,600 00 | 780,000 00 |
| Co. C. in Line R. R. Co., sinking fund..... | 1862..... | 1886..... | 7 | " " | 346 50 | 4,950 00 |
| Co. C. Air Line R. R. Co., 1st mortgage..... | 1860..... | 1890..... | 7 | Feb. 1 & Aug. 1 | 7,595 00 | 108,500 00 |
| Tol., Log. and Burl. R. R. Co., income..... | 1863..... | 1884..... | 6 | " " | ..... | 4,100 00 |
| Co. G. E. R. R. Co., construction and equipment..... | 1867..... | 1880..... | 7 | Jan. 1 & July 1 | ..... | 800 00 |
| C., St. L. & P. R. R. Co., 1st mortgage coupon..... | 1883..... | 1933..... | 5 | April & Oct. | 628,150 00 | 12,530,000 00 |
| C., St. L. & P. R. R. Co., 1st mortgage, registered..... | 1883..... | 1933..... | 5 | " " | 44,450 00 | 906,000 00 |
| Total..... | | | | | \$985,006 50 | \$17,903,350 00 |

Average bonded debt per mile for 580.52 miles..... \$30,847 09

UNFUNDED DEBT IN DETAIL.

| On What Account. | Amount. |
|---|----------------|
| Interest unpaid..... | \$1,828,175 96 |
| Accounts payable for current expenditures..... | 416,790 04 |
| Due other companies..... | 67,675 88 |
| Other liabilities: (Interest paid on same during year)..... | 21,114 00 |
| Total..... | \$2,333,756 88 |

TOTAL LIABILITIES.

COMMON AND PREFERRED STOCK AND FUNDED AND UNFUNDED DEBT.

| Stocks and Bonds. | Total. |
|--|-----------------|
| Common stock..... | \$7,439,142 74 |
| Preferred stock..... | 17,456,200 00 |
| Bonded debt..... | 17,963,350 00 |
| Floating debt..... | 2,333,756 88 |
| Aggregate..... | \$45,132,449 62 |
| Average per mile for 580.52 miles..... | 73,724 75 |

LENGTH OF TRACK.

| Main Line. | Whole line, Miles. | In Illinois, Miles. | Main line in Illinois. |
|---|--------------------|---------------------|------------------------|
| BRANCHES. | | | |
| From Columbus, O., to Indianapolis, Ind., 1st division..... | 487 43 | | |
| From Bradford Junction, O., to Chicago, Ill., 2d division..... | 230 98 | 28 00 | |
| From Richmond, Ind., to Anoka Junction, Ind., 3d division..... | 102 22 | | |
| From Peoria Junction, Ind., to Illinois State line, 4th division..... | 60 49 | | |
| Total length of branches..... | 580 52 | 28 00 | |
| Main line..... | | | 28 00 |
| Double track on main line..... | 8 48 | 8 48 | 8 48 |
| Sidings on main line..... | 437 22 | 23 20 | 23 20 |
| Aggregate length of all tracks..... | 726 22 | 59 74 | 59 77 |

Proportion of road in Illinois, 482 per cent.

RAILS AND TIES.

| | | |
|----------------------------------|--|--------------|
| Iron | | |
| On road..... | | 421 44 miles |
| Average weight per yard..... | | 160 pounds |
| Steel | | |
| On road..... | | 471 66 miles |
| Average weight per yard..... | | 60 pounds |
| Re-laid during the year..... | | 29 2 miles |
| Ties | | |
| Average number per mile..... | | 2,800 |
| Number laid during the year..... | | 270,080 |

BRIDGES.

| | | |
|---|----------|-------------------|
| Number of piling in Illinois | 22 | length, 724 feet. |
| Number of iron in Illinois | 2 | length, 265 feet. |
| Number of combination in Illinois | 1 | length, 115 feet. |

FENCING.

Post and board, 386.13 on whole line; cost per rod, \$1. Wire, 617.82 miles on whole line; cost per rod, 73 cents and \$1. Wire, 20.5 miles in Illinois; cost per rod 73 and 80 cents. Hedge, 3 miles on whole line. Total, 1016.95 miles on whole line. Total in Illinois, 20.5 miles. Built during the year, 44.51 miles—whole line. Built during the year, 2.5 miles in Illinois; cost per rod, 86 cents.

STATIONS.

| | |
|------------------------------|-----|
| Number in Illinois | 23 |
| Number out of Illinois | 147 |
| Total on whole line | 170 |

EQUIPMENT.

| Description. | In Illinois. | Total. |
|--|--------------|--------|
| Locomotives— | | |
| Passenger | 38 | |
| Freight | 113 | |
| Shifting | 39 | |
| | | 190 |
| Passenger equipment— | | |
| Coaches | 67 | |
| Officers' cars | 1 | |
| Express cars | 6 | |
| Baggage cars | 27 | |
| Mail cars | 7 | |
| | | 108 |
| Freight equipment— | | |
| Box cars | 2, 146 | |
| Stock cars | 671 | |
| Cabooses | 80 | |
| Flat cars and gondola | 755 | |
| Other cars | 88 | |
| | | 3, 740 |
| Total number cars of all classes | | 3, 848 |

Platform and coupler used, Janney.

Brake used, Westinghouse Automatic.

AVERAGE LIFE OF LOCOMOTIVES, CARS, RAILS, TIES, BRIDGES, ETC.

| Equipment and Superstructure. | Average life in years. |
|-------------------------------|------------------------------|
| Locomotives— | |
| Passenger..... | 20 |
| Freight..... | 20 |
| Cars— | |
| Passenger..... | 15 |
| Baggage..... | 15 |
| Box..... | 12 |
| Stock..... | 11 |
| Coal..... | 10 |
| Flat..... | 10 |
| Rails— | |
| Iron..... | 4 |
| Steel..... | 8 |
| Joint fastenings..... | 6 |
| Frogs..... | 3 |
| Ties— | |
| Oak..... | 6 |
| Pine..... | 3 |
| Hemlock..... | 3 |
| Cedar..... | 4 |
| Bridges— | |
| Wooden..... | 12 |
| Iron..... | 25 to 100 |
| Combination..... | 12 |
| Trestles..... | 9 |
| Piling..... | 9 |
| Telegraph poles— | |
| Cedar..... | 15 |
| Other..... | 8 to 10 |
| Fence posts— | |
| Cedar..... | 15 |
| Oak..... | 8 |

EMPLOYEES.

NUMBER, CHARACTER OF SERVICE, AND ANNUAL SALARIES OF EMPLOYEES.

| Average No. em- ployed. | Officers and Employes. | Average yearly salary. | Aggregate yearly salary. |
|-------------------------------|---|------------------------------|--------------------------------|
| 2 | Division superintendents | \$3 300 00 | \$6,600 00 |
| 5 | Civil engineers | 1,145 00 | 5,725 00 |
| 2 | Master mechanics | 2,550 00 | 5,100 00 |
| 9 | Road masters | 918 00 | 8,262 00 |
| 192 | Clerks | 695 00 | 133,440 00 |
| 139 | Machinists | 655 00 | 91,045 00 |
| 29 | Passenger conductors | 1,212 00 | 35,148 00 |
| 90 | Freight conductors | 874 00 | 78,660 00 |
| 27 | Passenger engineers | 1,337 00 | 36,099 00 |
| 114 | Freight engineers | 1,638 00 | 118,332 00 |
| 149 | Firemen | 571 00 | 85,079 00 |
| 49 | Wipers | 379 00 | 18,571 00 |
| 26 | Baggagemen | 651 00 | 16,926 00 |
| 243 | Brakemen | 534 00 | 129,762 00 |
| 69 | Station agents not telegraph operators | 484 00 | 33,396 00 |
| 46 | Station agents also telegraph operators | 610 00 | 28,060 00 |
| 102 | Telegraph operators not station agents | 542 00 | 55,284 00 |
| 139 | Carpenters | 683 00 | 108,597 00 |
| 127 | Section foremen | 488 00 | 61,976 00 |
| 604 | Sectionmen | 377 00 | 227,708 00 |
| 479 | Laborers | 385 00 | 184,415 00 |
| 90 | Flagmen | 310 00 | 27,900 00 |
| 83 | Switchmen and watchmen | 474 00 | 39,342 00 |
| 33 | Bridge tenders and pumpers | 384 00 | 12,672 00 |
| 1,353 | Other employes | 472 00 | 638,616 00 |
| 4,221 | Total | | \$2,186,715 00 |

Of these employes, 598 are employed in Illinois, and their aggregate annual salary is \$309,010.00.

TRAFFIC.

PASSENGERS AND FREIGHT CARRIED.

| | Whole line. | In Illinois. |
|--|--------------|--------------|
| Through passengers | 197,072 | 5,139 |
| Local passengers | 961,570 | 46,155 |
| Total passengers carried | 1,068,642 | 51,294 |
| Number of passengers carried one mile | 45,290,450 | |
| Average number cars in passenger train | 4.39 | |
| Average number of miles traveled by each passenger | 42,381 | |
| Average receipts per passenger per mile | cts. .02 294 | |
| Average cost per passenger per mile | cts. .02 234 | |
| Through freight, in tons | 1,762,501 | 84,600 |
| Local freight, in tons | 1,222,821 | 58,695 |
| Total tons freight carried | 2,985,322 | 143,295 |
| Average tons of freight carried one mile | 788,447.421 | |
| Average number of cars in freight train | 23.94 | |
| Average number tons of freight per train | 216.04 | |
| Average number tons of freight per car | 15.16 | |
| Average receipt per ton freight per mile | .00539 | |
| Proportion of freight carried in Illinois | 4.8 % | |

FREIGHT CLASSIFIED.

| | Whole line, Tons. | In Illinois, Tons. |
|--|----------------------|-----------------------|
| Corn, wheat, rye, oats and barley..... | 411,598 | 19,757 |
| Other agricultural products..... | 267,548 | 12,842 |
| Flour..... | 75,818 | 3,639 |
| Provisions..... | 209,426 | 10,053 |
| Petroleum..... | 12,487 | 599 |
| Agricultural implements, furniture, wagons and other manufac- tured articles..... | 499,973 | 23,999 |
| Lumber..... | 175,002 | 8,400 |
| Other forest products..... | 33,620 | 1,614 |
| Horses and mules, cattle, hogs and sheep..... | 126,978 | 6,094 |
| Ore..... | 82,005 | 3,936 |
| Stone, brick, sand, lime, clay, cement and stucco..... | 70,767 | 3,397 |
| Coal..... | 614,032 | 29,473 |
| Coke..... | 168,665 | 8,096 |
| Merchandise..... | 53,022 | 2,515 |
| Pig and bloom iron..... | 30,110 | 1,445 |
| Iron and steel rails..... | 60,663 | 2,912 |
| Other iron and castings..... | 46,200 | 2,218 |
| Miscellaneous..... | 47,408 | 2,276 |
| Total tons..... | 2,985,322 | 143,295 |

MILEAGE.

TRAIN MILEAGE.

| Trains. | Whole line. | In Illinois. |
|--|-------------|--------------|
| Passenger..... | 1,500,909 | 72,044 |
| Freight..... | 2,779,037 | 132,962 |
| Construction..... | 92,406 | 1,435 |
| Switching: Passenger trains, 33,743 miles; freight trains, 1,170,879 miles..... | 1,210,622 | 58,110 |
| Total train mileage..... | 5,573,974 | 267,551 |

Mixed and excursion included in passenger and freight train mileage.

CAR MILEAGE.

| Cars. | Whole line. | In Illinois. |
|---|-------------|--------------|
| Passenger, mail, baggage..... | 6,591,685 | 316,401 |
| Carboose..... | 2,683,807 | 128,823 |
| Freight, loaded and empty..... | 63,736,552 | 3,060,314 |
| Total car mileage..... | 73,012,044 | 3,505,538 |
| Empty freight car mileage, exclusive of carboose..... | 44,291,951 | 686,458 |

PASSENGER MILEAGE AND FREIGHT TONNAGE.

| Passenger mileage, Whole line. | In Illinois. | Freight tonnage, Whole line. | In Illinois. | | |
|--------------------------------|--------------|------------------------------|-------------------------|-------------|------------|
| Through..... | 19,433,899 | 918,427 | Through..... | 387,869,727 | 18,617,747 |
| Local..... | 26,456,569 | 1,255,511 | Local..... | 200,577,694 | 9,627,729 |
| Total pass. milge..... | 45,290,459 | 2,173,938 | Total fr't tonnage..... | 588,447,421 | 28,245,476 |

INCOME.

MONTHLY TRANSPORTATION EARNINGS—WHOLE LINE.

| Months. | From passenger department. | From freight department. | Total. |
|---------------------|----------------------------|--------------------------|----------------|
| 1885, July | \$116,054 80 | \$202,079 71 | \$318,134 51 |
| " August | 121,805 80 | 243,463 11 | 365,268 91 |
| " September | 131,297 57 | 280,652 02 | 411,949 59 |
| " October | 131,072 42 | 305,573 06 | 436,645 48 |
| " November | 102,345 09 | 281,393 46 | 383,738 55 |
| " December | 115,063 32 | 329,217 26 | 444,280 58 |
| 1886, January | 89,895 81 | 249,374 11 | 339,269 92 |
| " February | 88,883 78 | 253,119 18 | 342,002 96 |
| " March | 109,473 74 | 306,732 27 | 416,206 01 |
| " April | 100,210 71 | 247,961 41 | 348,172 12 |
| " May | 104,570 84 | 245,482 34 | 350,053 18 |
| " June | 110,033 57 | 264,529 20 | 374,562 77 |
| Total | \$1,320,707 45 | \$3,169,577 13 | \$4,490,284 58 |

IN ILLINOIS.

| | From passenger department. | From freight department. | Total. |
|---------------------|----------------------------|--------------------------|--------------|
| 1885, July | \$5,570 63 | \$9,699 82 | \$15,270 45 |
| " August | 5,846 68 | 11,686 23 | 17,532 91 |
| " September | 6,302 29 | 13,471 29 | 19,773 58 |
| " October | 6,291 44 | 14,667 51 | 20,958 95 |
| " November | 4,912 56 | 13,506 89 | 18,419 45 |
| " December | 5,523 04 | 15,802 43 | 21,325 47 |
| 1886, January | 4,315 00 | 11,969 96 | 16,284 96 |
| " February | 4,266 43 | 12,149 72 | 16,416 15 |
| " March | 5,254 75 | 12,803 15 | 18,057 90 |
| " April | 4,810 12 | 11,902 15 | 16,712 27 |
| " May | 5,019 40 | 11,783 15 | 16,802 55 |
| " June | 5,281 61 | 12,697 40 | 17,979 01 |
| Total | \$63,393 95 | \$152,139 70 | \$215,533 65 |

INCOME FROM OTHER SOURCES.

| Sources. | Whole line. | In Illinois. |
|----------------------------------|-------------|--------------|
| From rents for use of road | \$9,484 67 | None. |
| From rents | 8,723 98 | 304 82 |
| Miscellaneous | 76,529 28 | 54,039 28 |
| Total | \$94,737 93 | \$54,344 10 |

TOTAL INCOME FROM ALL SOURCES.

| Sources. | Whole line. | In Illinois. |
|-------------------------------------|----------------|--------------|
| From passenger department | \$1,320,707 45 | \$63,393 95 |
| From freight department | 3,169,577 13 | 152,139 70 |
| From other sources | 94,737 93 | 54,344 10 |
| Total income from all sources | \$4,585,022 51 | \$269,877 75 |

DEDUCTIONS MADE FROM TRANSPORTATION EARNINGS.

| Average earnings. | Whole line. | In Illinois. |
|--|------------------|------------------|
| Average passenger department earnings, per mile..... | \$2,275 05 | \$2,275 05 |
| pass. train mile..... | 88 | 88 |
| Average freight department earnings, per mile..... | 5,459 89 | 5,459 89 |
| freight train mile..... | 1 14 | 1 14 |
| Average gross transportation earnings, per mile..... | 7,734 94 | 7,734 94 |
| train mile..... | 81 | 81 |
| Average net transportation earnings, per mile..... | 1,313 26 | 1,313 26 |
| train mile..... | 15 | 15 |
| The ratio of passenger to freight earnings was..... | As 100 is to 210 | As 100 is to 210 |

OPERATING EXPENSES AND TAXES.

| Items of Operating Expenses. | Whole line. | In Illinois. |
|---|----------------|--------------|
| Salaries, general officers and clerks..... | \$55,659 27 | \$2,671 64 |
| Law expenses..... | 21,160 90 | 1,015 72 |
| Stationery and printing..... | 26,596 18 | 1,272 31 |
| Outside agencies and advertising..... | 61,920 61 | 3,116 62 |
| Contingencies..... | 150,912 78 | 7,243 81 |
| Repairs or renewals—bridges (including culverts and cattle-guards)..... | 92,834 33 | 4,456 95 |
| Repairs or renewals—buildings..... | 191,823 91 | 1,887 50 |
| Repairs or renewals—fences, road-crossings or signs..... | 15,982 73 | 767 17 |
| Renewals of rails..... | 35,537 37 | 1,765 79 |
| Renewals of ties..... | 138,533 16 | 6,619 61 |
| Repairs of roadway and track..... | 317,663 59 | 15,217 85 |
| Repairs of locomotives..... | 319,927 86 | 16,796 54 |
| Fuel for locomotives..... | 361,868 31 | 17,513 68 |
| Water supply..... | 32,013 60 | 1,536 05 |
| Oil and waste..... | 17,023 16 | 2,257 61 |
| Locomotive service..... | 371,803 51 | 17,813 57 |
| Repairs of passenger cars..... | 82,233 89 | 3,917 22 |
| Passenger train service..... | 165,275 81 | 4,957 21 |
| Passenger train supplies..... | 10,110 21 | 501 13 |
| Mileage of passenger cars (debit balance)..... | 2,373 01 | 113 90 |
| Repairs of freight cars..... | 221,771 23 | 10,615 92 |
| Freight train service..... | 272,283 36 | 13,069 60 |
| Freight train supplies..... | 2,592 38 | 121 43 |
| Mileage of freight cars (debit balance)..... | 216,009 57 | 10,368 46 |
| Telegraph expenses (maintenance and operating)..... | 77,641 73 | 3,726 80 |
| Damage and loss of freight and baggage..... | 10,327 05 | 495 70 |
| Damage to property and cattle..... | 9,337 61 | 458 77 |
| Personal injury..... | 15,322 21 | 735 17 |
| Agents and station service..... | 126,722 58 | 29,482 68 |
| Station supplies..... | 16,309 27 | 782 81 |
| Total operating expenses..... | \$3,651,069 12 | \$175,395 28 |
| Taxes..... | 155,101 31 | 25,217 30 |
| Total operating expenses and taxes..... | \$3,809,170 43 | \$201,612 58 |

Average operating expenses (less taxes) per mile, \$6,291 18.

Average operating expenses (less taxes) per train mile, 65.56.

Proportion of operating expenses (less taxes) to earnings, 79.93 per cent.

EXPENSES IN ADDITION TO OPERATING EXPENSES AND TAXES.

| Paid for— | Whole line. |
|---|----------------|
| Additional equipments..... | \$50,000 00 |
| Additional real estate..... | 17,448 56 |
| Roadway and bridges..... | \$52,624 82 |
| Less sold Englewood Con. Ry Co. | 46,406 22 |
| | 6,218 60 |
| Right of way..... | \$2,196 84 |
| Less sold Englewood Con. Ry Co. | 51,361 84 |
| Sold city of Chicago..... | 2,575 60 |
| | \$53,937 44 |
| Amount expended for purchase of C. C. & I. C. Ry, etc. | 51,740 60 |
| Rent of railway between Indianapolis and Kokomo..... | 557,827 03 |
| Interest on funded debt..... | 21,224 01 |
| Payment on account of pools, etc. | 985,006 50 |
| | 145,206 74 |
| Total additional expenses..... | \$1,731,190 84 |

NOTE.—The accounts of this road are kept with reference to the entire line, which is situated within three States, so that no separation can be made for the State of Illinois.

GENERAL EXHIBIT.

NET INCOME, DIVIDENDS, BALANCES.

| | |
|---|----------------|
| Total income..... | \$4,585,022 51 |
| Operating expenses, less taxes..... | 3,654,069 12 |
| Excess of income over operating expenses..... | \$930,953 39 |
| Less taxes..... | 155,101 31 |
| Excess of income over operating expenses and taxes..... | \$775,852 08 |
| Interest on funded debt..... | \$985,006 50 |
| Interest, etc., on car trust cars, etc..... | 145,206 74 |
| Rentals..... | 21,224 01 |
| | 1,151,437 25 |
| Net loss..... | \$375,585 17 |
| Balance (loss) last year..... | 386,994 73 |
| Balance (loss)..... | \$762,579 90 |
| Balance (loss) carried forward to next year..... | \$762,579 90 |

CHARGES AND CREDITS TO PROPERTY DURING THE YEAR.

| DR. | CR. |
|--|--|
| Construction and equipment:— | Property sold or reduced in value:— |
| Real estate..... | Real estate sold at Chicago.... |
| Payments on new freight cars..... | Received from West Chicago Park Commissioners for right of way for Boulevard.... |
| Roadway and bridges..... | Received from Englewood Connecting Ry. Co. for right of way..... |
| Right of way..... | Roadway, bridges, etc..... |
| Amount expended for purchase of C. C. & I. C. Ry, etc..... | |
| Total charges..... | Total credits..... |
| Total credits..... | |
| Net additions..... | |

GENERAL BALANCE SHEET.

| Assets. | | Liabilities. | |
|-------------------------------------|-----------------|-----------------------------------|-----------------|
| *Construction account | | Capital stock | \$21,895,312 74 |
| Equipment account | \$43,152,620 34 | Funded debt | 17,903,350 00 |
| <i>Cash items, as follows:</i> | | <i>Unfunded debt, as follows:</i> | |
| Cash | 395,427 22 | Interest unpaid | 1,828,176 96 |
| Bills receivable | 390 00 | Due other companies | 67,675 88 |
| Due from agents and companies | 526,847 95 | Vouchers and accounts | 416,790 04 |
| | | Other liabilities | 21,114 00 |
| <i>Cash assets, as follows:</i> | | | |
| Materials and supplies | 184,576 70 | | |
| Other assets | 200,097 51 | | |
| Debit balance | 762,579 90 | | |
| Total assets | \$45,132,449 62 | Total liabilities | \$45,132,449 62 |

* The road and equipment having been acquired by purchase as a whole, the cost of construction and equipment cannot be separately stated.

This road has no bonds outstanding guaranteed by the Company, and no present or contingent liabilities not included in balance sheet.

ADDITIONAL INFORMATION.

This Company has a contract with the United States Government for the transportation of mails, receiving in the State of Illinois, \$91.05 per mile per annum.

The following express companies do business on this road: United States Express Company (between Richmond, Ind., and Chicago, Ill., only) paying $\frac{1}{2}$ times first class freight rate per 100 pounds. Adams Express Company over entire line, paying 10 per cent. of gross receipts on all traffic except oysters, upon which it pays 70 per cent.

The Union Line and Erie Despatch Transportation Companies transact their business at current rates over this road, the expenses of conducting same being borne by the roads over which the lines operate, in the proportion of the earnings therefrom of each to the whole. Customary rates are also paid for the use of their cars.

The sleeping and dining cars of the Pullman Palace Car Company, and sleeping cars of the Woodruff Sleeping Car Company are run. The Railroad Company keeps the cars in repair for the use of them, except upholstering and renewal of the interior of cars, which is done by the owners. Charges are made for their use according to accommodations furnished.

The cars of the Transportation Lines operating over this Company's road are given no preference in any particular.

We have no running arrangements with other roads beyond the usual interchange of cars and traffic. Current rates are paid for use of foreign cars, and received for service of our cars on foreign roads. Rates on traffic to and from points off our road are prorated according to distance.

This road has the following pooling arrangements. That covered by the Central Traffic Association Contract with the Michigan Central R. R.; Lake Shore & Michigan Southern Ry.; Pittsburg, Ft. Wayne & Chicago Ry.; Baltimore & Ohio R. R.; Chicago & Grand Trunk Ry., and New York, Chicago & St. Louis Ry. on east bound freight traffic from Chicago, Ill. Also that involved in the contract with the several roads interested in the Chicago and Ohio River Pool, viz: Chicago & Eastern Illinois R. R.; Cincinnati, Indianapolis, St. Louis & Chicago Ry.; Cairo, Vincennes & Chicago Line; Cincinnati, Hamilton & Dayton R. R. Co.; Evansville & Terre Haute R. R.; Indianapolis, Bloomington and Western Ry.; Illinois Central R. R.; Jefferson, Madison and Indianapolis R. R.; Louisville, New Albany & Chicago Ry.; Peoria, Decatur & Evansville R. R.; Wabash, St. Louis & Pacific Ry.

Such contracts operate on east bound freight from Chicago so far as relates to the Central Traffic Association Contract. The Chicago and Ohio River Pool covers business at the following points: Indianapolis, Chicago and Cook County Junction points, Louisville, New Albany, Jeffersonville, Cincinnati, Lawrenceburg, Brighton, North Bend, Evansville and Cairo.

The objects of these contracts being the establishing and maintaining of reasonable and uniform rates for the transportation of freight, thereby avoiding unjust discrimination between persons and localities, and also in order to reduce expenses incurred in connection with competitive freight traffic.

The rates are proportionately the same from all points, whether pooling or non-pooling. Chicago is the unit or basing point, and rates from all our other stations are based on those made from Chicago; that is, in the proportion the mileage of said stations bears to the mileage from Chicago.

The accounts of this road are not kept in such a way as to show this information as applicable to through freight separate from local freight traffic.

Competitive business is denominated as through freight; non-competitive business, as local freight.

This Company has one machine shop in Illinois, located at Chicago, and employing 100 men. The work done consists of ordinary running repairs to engines and cars.

The work done is for main line about equally divided between Indiana and Illinois. Charges are not made separately.

STATEMENT OF ACCIDENTS.

KILLED AND INJURED DURING THE YEAR.

| Description. | Whole line. | | In Illinois. | |
|-----------------|-------------|----------|--------------|----------|
| | Killed. | Injured. | Killed. | Injured. |
| Passengers..... | | 1 | | |
| Employees..... | 11 | 21 | 3 | |
| Others..... | 15 | 25 | 3 | 5 |
| Total..... | 26 | 47 | 6 | 5 |

| No. | Name of person. | Occupation | Cause of accident. | Date of accident. | Character of injury. |
|-----|-----------------------|--------------------|---------------------|--------------------|----------------------|
| 1 | Chas. F. Smith..... | Carpenter..... | Trespassing..... | July 21, 1885..... | Leg crushed..... |
| 2 | Wm. Greathart..... | Boy..... | "..... | Sept. 29 "..... | "..... |
| 3 | Wm. Ryan..... | "..... | "..... | Oct. 8 "..... | "..... |
| 4 | Chas. Burns..... | "..... | "..... | Nov. 10 "..... | "..... |
| 5 | Chas. Schlarf..... | Teamster..... | Crossing track..... | Dec. 16 "..... | Killed..... |
| 6 | Michael McFarnow..... | Moulder..... | Trespassing..... | Dec. 16 "..... | "..... |
| 7 | Thomas O'Connell..... | Yard brakeman..... | Collision..... | Jan. 1, 1886..... | "..... |
| 8 | Thos. F. King..... | Fireman..... | "..... | "..... | "..... |
| 9 | Michael Snow..... | Teamster..... | Trespassing..... | "..... | "..... |
| 10 | Chas. Congdon..... | Father..... | "..... | Mar. 28 "..... | "..... |
| 11 | Marin Lyons..... | Yard brakeman..... | Coupling cars..... | May 25 "..... | Leg crushed..... |
| | | | | May 21 "..... | Killed..... |

CHICAGO AND WESTERN RAILROAD.

ORGANIZATION AND CONSTRUCTION.

Date of charter, October 4, 1881. The road bed and tracks used were leased by the Chicago and Western Railroad Company, from the Chicago and Eastern Illinois Railroad Company, October 5, 1881, for a period of ninety-nine (99) years.

The lease was recorded October 19, 1881, at Chicago, in Book I, page 553 of Railroad Corporations.

OFFICERS.

President, Henry B. Coxé 1 Broadway, New York, N. Y.
 Vice-President, George Merryweather 11 Chamber of Commerce, Chicago, Ill.
 Secretary, J. F. Price 1 Chamber of Commerce, Chicago, Ill.

General office at 1 Chamber of Commerce, Chicago, Ill.

Date of annual election, last Tuesday in September.

DIRECTORS.

Alexander B. Coxé Drifton, Luzerne Co., Pa.
 Eckley B. Coxé Drifton, Luzerne Co., Pa.
 Henry B. Coxé 1 Broadway, New York, N. Y.
 Ezra B. Fly 1 Broadway, New York, N. Y.
 George Merryweather 1 Chamber of Commerce, Chicago, Ill.

CAPITAL STOCK.

| | |
|--|-------------|
| Amount of common stock | \$20,000 00 |
| Number of stockholders in Illinois | 1 |
| Number elsewhere | 5 |
| Amount of stock held in Illinois | \$100 00 |
| Number of shares held in Illinois | 1 |

UNFUNDED DEBT—ON WHAT ACCOUNT.

| | |
|------------------------|-------------|
| For construction | \$15,023 75 |
| Miscellaneous | 906 45 |
| Total | \$15,930 20 |

TOTAL LIABILITIES.

COMMON STOCK AND UNFUNDED DEBT.

Stocks and Bonds.

| | |
|--|-------------|
| Common stock..... | \$20,000 00 |
| Floating debt..... | 15,930 20 |
| Aggregate | \$35,930 20 |
| Average per mile, for $1\frac{1}{2}$ miles | 13,333 33 |

LENGTH OF TRACK.

The line extends from Morgan street to Ada street, in Chicago, a distance of $1\frac{1}{2}$ miles, including siding. All of the road is in Illinois.

EMPLOYEES.

NUMBER, CHARACTER OF SERVICE, AND ANNUAL SALARIES OF EMPLOYEES.

| Average No. em- ployed. | Officers and Employés. | Aggregate yearly salary. |
|-------------------------------|------------------------|--------------------------------|
| 3 | General officers..... | |
| 1 | Section foreman..... | \$600 00 |
| 1 | Laborer..... | 480 00 |
| | Total..... | \$1,080 00 |

Of these employes, four are employed in Illinois, and their aggregate annual salary is \$1,080 00.

FREIGHT CLASSIFIED.

In Illinois,
Tons.

| | |
|---|---------|
| Corn..... | 702 |
| Wheat..... | 85 |
| Oats and barley | 30,511 |
| Malt | 2,303 |
| Iron, lead, and other mineral products..... | 111 |
| Coal, anthracite | 43,750 |
| Bituminous..... | 20,650 |
| Merchandise..... | 5,000 |
| Total tons..... | 103,248 |

MILEAGE.

PASSENGER MILEAGE AND FREIGHT TONNAGE.

| | |
|--|--------|
| Through freight tonnage in Illinois..... | 61,341 |
|--|--------|

INCOME—IN ILLINOIS.

| Months. | From freight department. |
|---------------------|--------------------------|
| 1885, July | \$133 66 |
| “ August | 120 66 |
| “ September | 85 16 |
| “ October | 113 16 |
| “ November | 120 16 |
| “ December | 120 16 |
| 1886, January | 100 16 |
| “ February | 99 66 |
| “ March | 102 16 |
| “ April | 88 66 |
| “ May | 91 66 |
| “ June | 90 74 |
| Total | \$1,266 00 |

INCOME FROM OTHER SOURCES.

| Sources. | In Illinois. |
|----------------------------------|--------------|
| From rents for use of road | \$2,761 78 |
| Total | \$2,761 78 |

TOTAL INCOME FROM ALL SOURCES.

| Sources. | In Illinois. |
|-------------------------------------|--------------|
| From freight department | \$1,266 00 |
| From other sources | 2,761 78 |
| Total income from all sources | \$4,027 78 |

OPERATING EXPENSES AND TAXES.

| Items of Operating Expenses. | In Illinois. |
|---|--------------|
| Law expenses, general | \$573 59 |
| Repairs or renewals, buildings, etc | 438 06 |
| Repairs of roadway and track | 1,117 46 |
| Total operating expenses | \$2,129 11 |
| Taxes | 1,898 67 |
| Total operating expenses and taxes | \$4,027 78 |

Average operating expenses (less taxes) per mile, \$1,019.11.

Proportion of operating expenses (less taxes) to earning, 528 per cent.

GENERAL EXHIBIT.

NET INCOME, DIVIDENDS, BALANCES.

| | |
|---|------------|
| Total income | \$4,027 78 |
| Operating expenses, less taxes..... | 2,129 11 |
| Excess of income over operating expenses..... | \$1,898 67 |
| Less taxes..... | \$1,898 67 |

GENERAL BALANCE SHEET.

ASSETS AND LIABILITIES

| Assets. | | Liabilities. | |
|---------------------------------|-------------|------------------------|-------------|
| Construction account | \$35,023 75 | Capital stock..... | \$20,000 00 |
| <i>Cash items, as follows:</i> | | Other liabilities..... | 15,930 20 |
| Due from sundry parties..... | 777 28 | | |
| <i>Cash assets, as follows:</i> | | | |
| Materials and supplies..... | 129 17 | | |
| Total assets..... | \$35,930 20 | Total liabilities..... | \$35,930 20 |

CHICAGO AND WESTERN INDIANA RAILROAD.

ORGANIZATION AND CONSTRUCTION.

The Chicago and Western Indiana Railroad Company was organized June 6, 1879, to construct a road from Indiana State line, in Thornton township, to and into the City of Chicago at Van Buren street. It is now built from the Indiana State line and Dolton to Polk street, Chicago, the terminus, 27.90 miles.

The line was opened for operation to Twelfth street, Chicago, December, 1880, and to Polk street, June, 1883.

The road is operated by the Company, furnishing terminal facilities for the Chicago and Eastern Illinois Railroad Company, the Chicago and Grand Trunk Railway Company, the Wabash, St. Louis and Pacific Railway Company, the Louisville, New Albany and Chicago Railway Company, and the Chicago and Atlantic Railway Company, for which they severally pay their respective share of the operating expenses and repairs, ascertained by the wheelage of each company over the tracks of this Company, and in addition thereto a monthly rental for the use of yards, freight buildings and track service.

The South Chicago and Western Indiana Railroad Company was organized April 20, 1880, to construct a line of road from a point on the line of the Chicago and Western Indiana Railroad, near where the South Chicago branch of the Chicago, Rock Island and Pacific Railway crosses it to South Chicago, at a point on the north bank of the Calumet River.

The Chicago and Western Indiana Belt Railway Company was organized April 22, 1881, to construct a line of road from Hyde Park to the town of Lake View. It was built for the purpose of making a connecting line of railroad between the several railroads in Cook county, in order to transact a general transfer business.

On January 26, 1882, the Chicago and Western Indiana Railroad Company, the South Chicago and Western Indiana Railroad Company, and the Chicago and Western Indiana Belt Railway Company were consolidated and merged under the corporate title of the Chicago and Western Indiana Railroad Company.

On May 1, 1883, the C. & W. I. R. R. Company leased to "The Belt Railway Company of Chicago," all that portion of its line of road embraced in what is known as the Belt Railway System of the C. & W. I. R. R. Company, at an annual rental of \$100,000.

On January 9, 1883, the C. & W. I. R. R. Company leased its elevator to Geo. L. Dunlap, at an annual rental of \$30,000.

OFFICERS.

| | |
|--|---------------|
| President, John B. Carson | Chicago, Ill. |
| General Solicitor, C. M. Osborn | Chicago, Ill. |
| Secretary, M. J. Clark | Chicago, Ill. |
| Treasurer, G. W. Stokes | Chicago, Ill. |
| Auditor, M. J. Clark | Chicago, Ill. |
| General Manager, James D. Carson | Chicago, Ill. |
| Master Mechanic, R. W. Johnson | Chicago, Ill. |
| General Road Master, John P. Doorn | Chicago, Ill. |

General office at Chicago, Illinois.

Date of annual election, first Tuesday in June.

DIRECTORS.

| | |
|----------------------|----------------|
| John B. Carson | Chicago. |
| Geo. H. Ball | Boston, Mass. |
| F. Broughton | Chicago. |
| W. J. Spicer | Detroit, Mich. |
| A. L. Hopkins | New York. |

CAPITAL STOCK.

| | |
|---|----------------|
| Amount of common stock..... | \$5,000,000 00 |
| Number of stockholders in Illinois..... | 2 |
| Number elsewhere..... | 8 |
| Amount of stock held in Illinois..... | 200 00 |
| Number of shares held in Illinois..... | 2 |

FUNDED DEBT IN DETAIL.

| Name of Bond. | When issued. | When due. | Rate percent | Interest. | | Amount of bonds. |
|---|--------------|--------------|--------------|----------------------------|--------------------------|------------------|
| | | | | When payable. | Amount paid during year. | |
| First mortgage..... | Nov. 1, 1879 | Nov. 1, 1919 | 6 | May & Nov. | \$147,510 00 | \$2,418,000 00 |
| General mortgage..... | Dec. 1, 1882 | Dec. 1, 1932 | 6 | March, June Sept., Dec. | 386,070 00 | 6,396,666 66 |
| Total..... | | | | | \$533,580 00 | \$8,814,666 66 |
| Average bonded debt per mile for 48 miles..... | | | | | | \$183,639 00 |

UNFUNDED DEBT IN DETAIL.

| On what account. | Amount. |
|---|--------------|
| Interest unpaid: } Coupons not presented..... | \$9,505 00 |
| } Interest accrued but not due..... | 56,113 33 |
| Other liabilities: Interest paid on same during year..... | \$65,618 33 |
| Total..... | \$125,613 41 |

TOTAL LIABILITIES.

COMMON STOCK AND FUNDED AND UNFUNDED DEBT.

| Stocks and bonds. | Total. |
|-------------------------------------|-----------------|
| Common stock..... | \$5,000,000 00 |
| Bonded debt..... | 8,814,666 67 |
| Floating debt..... | 123,613 41 |
| Aggregate..... | \$13,938,280 08 |
| Average per mile, for 48 miles..... | \$287,805 55 |

LENGTH OF TRACK.

| Main Line. | Whole line. Miles. | Main line and branches. Miles. | In Illinois. Miles. | Main line and branches, in Illinois. |
|--|-----------------------|---|------------------------|---|
| From Polk St. to Hammond June..... | 9.55 | | 9.55 | |
| BRANCHES. | | | | |
| From Hammond June. to Dolton..... | 7.44 | | 7.44 | |
| From Hammond June. to Indiana State Line..... | 10.28 | 27.27 | 10.28 | 27.27 |
| Total length of all branches..... | | 17.72 | | |
| Main line and branches..... | | 27.27 | | |
| Double track on main line..... | | 20.43 | | |
| Sidings on branches..... | | 58.73 | | |
| Aggregate length of all tracks..... | | 86.43 | | 86.43 |

Proportion of road in Illinois, 100 per cent.

RAILS AND TIES.

| | |
|----------------------------------|----------------------|
| Steel— | |
| On road..... | 84.24 miles. |
| Average weight per yard..... | .60 pounds. |
| Re-laid during the year..... | $\frac{6}{10}$ mile. |
| Ties— | |
| Average number per mile..... | 3,000 |
| Number laid during the year..... | 6,767 |

BRIDGES.

| | | |
|-----------------------------------|--------|---------------------|
| Number of iron in Illinois..... | 2..... | length, 215 feet. |
| Number of piling in Illinois..... | 5..... | length, *965 feet. |
| Total..... | 7..... | length, 1,180 feet. |

* This figure includes 577 feet of approaches to the iron bridge.

FENCING.

| Kind of Fence. | Whole Line. | | In Illinois. | |
|----------------|---------------------|------------------|---------------------|------------------|
| | Length in miles. | Cost per rod. | Length in miles. | Cost per rod. |
| Wire..... | 15.54 | 72c. | 15.54 | 72c. |

STATIONS.

| | |
|--------------------------|---|
| Number in Illinois..... | 8 |
| Total on whole line..... | 8 |

EQUIPMENT.

| Description. | Whole line. |
|---------------------------------------|-------------|
| Locomotives—Freight..... | 3 |
| Freight equipment— | |
| Caboose..... | 1 |
| Flat cars..... | 20 |
| Push cars..... | 5 |
| Hand cars..... | 10 |
| Total number cars of all classes..... | 36 |

INCOME FROM OTHER SOURCES.

| Sources. | Whole line. |
|----------------------------------|--------------|
| From rents for use of road | \$662,583 21 |
| Miscellaneous | 26,153 33 |
| Total | \$688,736 54 |

TOTAL INCOME FROM ALL SOURCES.

| Sources. | Whole line. |
|-------------------------------------|--------------|
| From other sources | \$688,736 54 |
| Total income from all sources | \$688,736 54 |

DEDUCTIONS MADE FROM TRANSPORTATION EARNINGS.

| Average earnings. | Whole line. |
|--|-------------|
| Average freight department earnings per mile | \$25,256 19 |
| Average gross transportation earnings per mile | 25,256 19 |
| Average net transportation earnings per mile | 25,256 19 |

EXPENSES IN ADDITION TO OPERATING EXPENSES AND TAXES.

| Paid for— | Whole line. |
|--|--------------|
| Additional equipment | \$55 00 |
| Additional real estate | 350 00 |
| Additional buildings | \$75,508 86 |
| Additional side tracks | 1,250 26 |
| Real estate, damages, special assessments, etc. | 4,367 25 |
| Viaducts | 58,075 19 |
| Sundry items | 8,838 11 |
| Interest on funded debt | 118,039 97 |
| Total additional expenses | 530,660 32 |
| | \$679,105 29 |

GENERAL EXHIBIT.

NET INCOME, DIVIDENDS, BALANCES.

| | |
|---|--------------|
| Total income | \$688,736 54 |
| Excess of income over operating expenses | \$688,736 54 |
| Interest on funded debt | \$530,660 32 |
| Rentals, refunded to Belt Railway Co. | 50,000 00 |
| | 580,660 32 |
| Net income | \$108,076 22 |
| Balance for the year | \$108,076 22 |
| Balance (profit) last year, \$75,704 16, (less error, \$5 50) | 75,698 66 |
| Balance (profit) | \$183,774 88 |
| Balance (profit) carried forward to next year | \$183,774 88 |

CHARGES AND CREDITS TO PROPERTY DURING THE YEAR.

| Dr. | | Cr. | |
|-----------------------------|--------------|-----------------------------------|-------------|
| Construction and equipment— | | Prop'ty sold or reduced in value— | |
| Additional equipment..... | \$55 00 | Real estate sold..... | \$51,014 40 |
| Additional real estate..... | 350 00 | | |
| Additional buildings..... | 75,508 86 | | |
| Additional side tracks..... | 1,250 26 | | |
| R. E. damages..... | 4,367 25 | | |
| Viaducts..... | 58,075 19 | | |
| Sundry items..... | 8,838 41 | | |
| Total charges..... | \$148,444 97 | | |
| Total credits..... | 51,014 40 | | |
| Net additions..... | \$97,430 57 | Total credits..... | \$51,014 40 |

GENERAL BALANCE SHEET.

| Assets. | | Liabilities. | |
|---|-----------------|-----------------------------------|-----------------|
| Construction account..... | \$12,549,292 07 | Capital stock..... | \$5,000,000 00 |
| Equipment account..... | 259,225 98 | Funded debt..... | 8,814,666 67 |
| <i>Other investments, as follows:</i> | | <i>Unfunded debt, as follows:</i> | |
| Real estate..... | 2,516,662 61 | Interest unpaid..... | 67,618 33 |
| Cash with Thomas & Tracy, Trustees..... | 48,193 32 | Notes payable..... | 4,000 00 |
| Drexel, Morgan & Co..... | 87,145 00 | Vouchers and accounts..... | 53,995 08 |
| <i>Cash items, as follows:</i> | | Sinking fund account..... | 1,703,861 04 |
| Cash, with Treasurer..... | 21,502 77 | Balance (surplus)..... | 183,774 88 |
| Bills receivable..... | 2,900 00 | | |
| Due from agents and companies..... | 322,715 09 | | |
| <i>Cash assets, as follows:</i> | | | |
| Materials and supplies..... | 18,369 16 | | |
| Total assets..... | \$15,825,916 00 | Total liabilities..... | \$15,825,916 00 |

ADDITIONAL INFORMATION.

This road is all in Illinois. No distinction is made between main line and branches.

STATEMENT OF ACCIDENTS.

There were four accidents upon this road during the year, in which three employes and one other person were injured, none resulting fatally.

CINCINNATI, INDIANAPOLIS, ST. LOUIS AND CHICAGO RAILWAY.

ORGANIZATION AND CONSTRUCTION.

The Cincinnati, Indianapolis, St. Louis and Chicago Railway Company acquired, by purchase at foreclosure sale, on the second day of February, 1889, the road and property of the Indianapolis, Cincinnati and Lafayette Railroad Company, and the Cincinnati and Indiana Railroad Company. The road extends from Cincinnati, Ohio, to Lafayette, Indiana. This Company operates, under an agreement, the Harrison Branch road, from Valley Junction, Ohio, to Harrison, Ohio,—7.75 miles. Under terms of agreement, the C. I., St. L. & C. Ry. Co. guarantees seven per cent. per annum on \$200,000 capital stock of the Harrison Branch Railroad Company.

This Company also operates the Cincinnati, Lafayette and Chicago Railroad from Templeton, Ind., to Kankakee, Ill., 56.39 miles, under an agreement guaranteeing the operating expenses and seven per cent. interest on \$1,131,000 first mortgage bonds. It also owns and operates a branch called the Fairland, Franklin and Martinsville Road, from Fairland, Ind., to Martinsville, Ind.,—38.39 miles; and the earnings and expenses of this branch are included in the earnings and expenses of this Company, as are also the earnings of the C. I. & C. R. R., and the surplus of earnings, if any, of the Harrison Branch over and above the seven per cent. guaranteed on \$200,000 capital stock.

OFFICERS.

| | |
|---|--------------------|
| President, M. E. Ingalls | Cincinnati, O. |
| Secretary and Treasurer, E. F. Osborn | Cincinnati, O. |
| General Superintendent, J. W. Sherwood | Indianapolis, Ind. |
| Chief Engineer, T. O. Morris | Indianapolis, Ind. |
| General Freight Agent, Henry J. Page | Cincinnati, O. |
| General Passenger and Ticket Agent, John Egan | Cincinnati, O. |
| Purchasing Agent, George Tozzer | Cincinnati, O. |
| Superintendent of Telegraph, M. H. Cook | Indianapolis, Ind. |
| General Baggage Agent, Jacob Heglin | Cincinnati, O. |
| Master Mechanic, J. S. Patterson | Cincinnati, O. |
| General Road Master, T. O. Morris | Indianapolis, Ind. |

General office at Cincinnati, O.

DIRECTORS.

| | |
|-------------------------|--------------------|
| M. E. Ingalls | Cincinnati, O. |
| George Headly | Cincinnati, O. |
| S. J. Broadwell | Cincinnati, O. |
| George Wilshire | Cincinnati, O. |
| B. F. Evans | Cincinnati, O. |
| Larz Andersen | Cincinnati, O. |
| Orland Smith | Cincinnati, O. |
| Thos. A. Morris | Indianapolis, Ind. |
| Allen M. Fletcher | Indianapolis, Ind. |
| R. R. Cable | Chicago, Ill. |
| E. T. Jeffery | Chicago, Ill. |
| George Bliss | New York City. |
| C. P. Huntington | New York City. |

Date of annual election, last Tuesday in October each year.

CAPITAL STOCK.

| | |
|--|----------------|
| Amount of common stock | \$7,000,000 00 |
| Number of stockholders in Illinois | 10 |
| Number elsewhere (June 30, 1886) | 424 |
| Amount of stock held in Illinois | \$176,800 00 |
| Number of shares held in Illinois | 1,768 |

FUNDED DEBT IN DETAIL.

| Name of bond. | When issued. | When due. | Interest. | | Amount of bonds. |
|---|---------------|---------------|----------------|----------------|------------------|
| | | | Rate per cent. | When payable | |
| Indianapolis & Cin. R. R. Co., 1st mortgage | Oct. 1, 1858 | Oct. 1, 1888 | 7 | April & Oct. 1 | \$1,598,500 00 |
| Cin. & Ind. R. R. Co., 1st mortgage Dec. 1, 1862 | Dec. 1, 1862 | Dec. 1, 1892 | 7 | June & Dec. 1 | 499,000 00 |
| Cin. & Ind. R. R. Co., 2d mortgage Jan. 1, 1867 | Jan. 1, 1867 | Jan. 1, 1897 | 7 | Jan. & July 1 | 1,329,000 00 |
| Cin. & Ind. R. R. Co., funded coupon bonds | Sept. 1, 1870 | Sept. 1, 1890 | 7 | Mar. & Sept. 1 | 33,500 00 |
| Ind., Cin. & Laf. R. R. Co., 1st mtg. Laf. to Ind.; 2d mtg., entire line. | Jan. 1, 1867 | Jan. —, 1897 | 7 | Feb. & Aug. 1 | 2,790,000 00 |
| Cin., Ind., St. L. & Chi. R. R. Co., first consolidated mortgage | May 1, 1880 | May 1, 1920 | 6 | May & Nov. 1 | 1,180,000 00 |
| Total | | | | | \$7,430,000 00 |
| Average bonded debt per mile for 177.47 miles | | | | | \$41,866 00 |

UNFUNDED DEBT IN DETAIL.

| On what account. | Amount. |
|---|-------------|
| Total unfunded liabilities, as per balance sheet, June 30, 1886 | \$81,327 90 |
| Less cash and available assets | 313,091 97 |
| Total | \$68,235 93 |

TOTAL LIABILITIES.

COMMON STOCK AND FUNDED AND UNFUNDED DEBT.

| Stocks and Bonds. | Total. |
|--|-----------------|
| Common stock | \$7,000,000 00 |
| Bonded debt | 7,430,000 00 |
| Floating debt (net, as above) | 68,235 93 |
| Aggregate | \$14,535,056 77 |
| Average per mile, for 177.47 miles | 81,517 00 |

LENGTH OF TRACK.

| Main line. | Whole line, Miles. | Main line and branches, Miles. | In Illinois, Miles. | Main line and branches, in Illinois. |
|---|--------------------|--------------------------------|---------------------|--------------------------------------|
| From Cincinnati, O., to Lafayette, Ind. | 174.90 | 174.90 | | |
| BRANCHES. | | | | |
| From Lawrenceburg, Ind., to Lawrenceburg Junction, Ind. | 2.57 | | | |
| From Valley Junction, O., to Harrison, O. | 7.75 | | | |
| From Fairland, Ind., to Martinsville, Ind. | 38.30 | | | |
| From North Vernon, Ind., to Rushville, Ind. | 44.39 | | | |
| From Templeton, Ind., to Kankakee, Ill. | 56.82 | | 33.05 | |
| From Templeton, Ind., to Lafayette, Ind. | 18.70 | | | |
| From Greensburg, Ind., to Columbus, Ind. (not included in earnings and expenses) | 24.55 | | | |
| Total length of branches | | 193.08 | | 33.05 |
| Main line and branches | | 367.98 | | |
| Double track on main line | 4.56 | | | |
| Double track on branches | | 4.56 | | |
| Sidings on main line | 71.76 | | | |
| Sidings on branches | 26.67 | 98.43 | 7.76 | 7.76 |
| Aggregate length of all tracks | | 470.97 | | 40.81 |
| Side track built during the year | | | | .91 |

Proportion of road in Illinois, .09 per cent.

No new road constructed.

RAILS AND TIES.

| | | |
|-----------------------------------|--------------|--|
| Iron— | | |
| On road | 11.43 miles | |
| Average weight per yard | .56 lbs. | |
| Steel— | | |
| On road | .56.82 miles | |
| Average weight per yard | .56 lbs | |
| Ties— | | |
| Average number per mile | 2,800 | |
| Number laid during the year | 16,000 | |

BRIDGES.

| | |
|---|--------------------------|
| Number of piling in Illinois, 1..... | length, 95 feet. |
| Number of combination in Illinois, 2..... | length, 638 feet. |
| Total | 3..... length, 733 feet. |

FENCING.

All in Illinois.

| Kind of Fence. | Whole line. | |
|-----------------------------|------------------|---------------|
| | Length in miles. | Cost per rod. |
| Post and fence | 70 | \$0 |
| Wire | 17 | \$1 00 |
| Hedge | 4 | .88 |
| Total | 91 | |
| Built during the year | 4 | |

STATIONS.

| | |
|-----------------------------|----|
| Number in Illinois..... | 7 |
| Number out of Illinois..... | 5 |
| Total on whole line..... | 12 |

EQUIPMENT.

| Description. | Whole line. | Total. |
|---------------------------------------|-------------|--------|
| Locomotives: | | |
| Passenger..... | 28 | |
| Freight..... | 49 | 77 |
| Possenger equipment: | | |
| Coaches..... | 53 | |
| Parlor and chair cars..... | 9 | |
| Pay and directors' cars..... | 2 | |
| Express and baggage cars..... | 17 | |
| Mail cars..... | 7 | 88 |
| Freight equipment: | | |
| Box cars..... | 1,914 | |
| Stock cars..... | 193 | |
| Cabooses..... | 38 | |
| Flat cars..... | 728 | |
| Coal cars..... | 162 | |
| Other cars..... | 18 | |
| Total number cars of all classes..... | | 3,053 |

Platform and coupler used, Miller.
 Brake used, Westinghouse.

AVERAGE LIFE OF LOCOMOTIVES, CARS, RAILS, TIES, BRIDGES, ETC.

| Equipment and Superstructure. | Average life, in years. |
|--------------------------------|-------------------------|
| Locomotives— | |
| Passenger..... | 20 |
| Freight..... | 20 |
| Cars— | |
| Passenger..... | 20 |
| Baggage..... | 10 |
| Box..... | 15 |
| Stock..... | 15 |
| Coal..... | 10 |
| Flat..... | 10 |
| Ties— | |
| Oak..... | 6 |
| Pine..... | 3 |
| Bridges— | |
| Wooden..... | 8 |
| Combination..... | 15 |
| Trestles..... | 6 |
| Piling..... | 8 |
| Telegraph poles— | |
| Cedar..... | 12 |
| Other..... | 6 |
| Fence posts, black locust..... | 20 |

EMPLOYEES.

NUMBER, CHARACTER OF SERVICE, AND ANNUAL SALARIES OF EMPLOYEES.

| Average No. em- ployed. | Office and Employees. | Aggregate yearly sal- ary. |
|-------------------------------|--|----------------------------------|
| 5 | General officers | \$27,600 00 |
| 1 | Civil engineer | 2,400 00 |
| 1 | Master mechanic | 2,580 00 |
| 1 | Road master | 1,800 00 |
| 108 | Clerks | 74,934 72 |
| 58 | Machinists | 41,760 00 |
| 33 | Passenger and freight conductors | 10,297 08 |
| 92 | Passenger and freight engineers | 75,062 12 |
| 90 | Firemen | 10,435 04 |
| 35 | Wipers | 14,700 00 |
| 14 | Baggagemen | 7,257 60 |
| 94 | Brakemen | 43,230 23 |
| 80 | Station agents | 30,568 72 |
| 48 | Telegraph operators | 15,896 65 |
| 65 | Carpenters | 38,890 80 |
| 76 | Section foremen | 41,040 00 |
| 322 | Sectionmen | 80,886 40 |
| 152 | Laborers | 44,019 60 |
| 94 | Flagmen, switchmen and watchmen | 40,680 00 |
| 35 | Bridge tenders and pumpers | 12,600 00 |
| 479 | Other employes | 236,571 96 |
| 1,903 | Total | \$943,181 92 |

Of these employes a portion are employed in Illinois, and their aggregate annual salary is unknown.

TRAFFIC.

PASSENGERS AND FREIGHT CARRIED.

| | Whole line. |
|--|-------------|
| Through passengers | 169,048 |
| Local passengers | 725,718 |
| Total passengers carried | 894,766 |
| Number of passengers carried one mile | 31,812,992 |
| Average number cars in passenger train | 5 |
| Average number of miles traveled by each passenger | 35 55 |
| Average receipt per passenger per mile | 2 29 |
| Through freight, in tons | 1,054,879 |
| Local freight, in tons | 403,002 |
| Total tons of freight carried | 1,457,881 |
| Average tons of freight carried one mile | 172,841 637 |
| Average number of cars in freight train | 30 00 |
| Average number tons of freight per train | 499 |
| Average number tons of freight per car | 67 60 |
| Average receipt per ton freight per mile | 7 50 |

FREIGHT CLASSIFIED.

| | Whole line tons. |
|--|---------------------|
| Corn..... | 260,583 |
| Wheat..... | 58,374 |
| Rye, oats and barley..... | 164,126 |
| Flour..... | 50,370 |
| Provisions..... | 115,023 |
| Salt..... | 4,924 |
| Agricultural implements..... | 40,460 |
| Furniture..... | 48,195 |
| Wagons and other manufactured articles..... | 30,730 |
| Lumber..... | 69,503 |
| Other forest products..... | 54,366 |
| Horses, mules and cattle..... | 26,195 |
| Hogs and sheep..... | 30,194 |
| Iron, lead and other mineral products..... | 66,598 |
| Stone, brick, sand, lime, clay, cement and stucco..... | 103,552 |
| Coal and coke..... | 176,242 |
| Merchandise..... | 59,159 |
| Other articles..... | 95,987 |
| Total tons..... | 1,454,881 |

MILEAGE.

TRAIN MILEAGE.

| Trains. | Whole line. |
|--|-------------|
| Passenger..... | 791,441 |
| Freight..... | 761,278 |
| Mixed..... | 107,040 |
| Construction work..... | 9,262 |
| Switching: Passenger and freight trains..... | 40,474 |
| Total train mileage..... | 1,709,495 |

CAR MILEAGE.

| Cars. | Whole line. |
|----------------------------------|-------------|
| Passenger, mail and baggage..... | 3,354,332 |
| Freight..... | 20,406,746 |
| Total car mileage..... | 1,709,495 |
| Empty freight car mileage..... | 4,377,216 |

PASSENGER MILEAGE AND FREIGHT TONNAGE.

| Passenger Mileage. | Whole line In Illinois. | Freight tonnage. | Whole line In Illinois. |
|--------------------------|-------------------------|----------------------------|-------------------------|
| Through..... | 14,976,263 | Through..... | 143,040,666 |
| Local..... | 16,836,729 | Local..... | 29,800,971 |
| Total pass. mileage..... | 31,812,992 | Total freight tonnage..... | 172,841,637 |

INCOME.

MONTHLY TRANSPORTATION EARNINGS—WHOLE LINE.

| Months. | From passenger department. | From freight department. | Total. |
|---------------------|----------------------------------|--------------------------------|----------------|
| 1885, July | \$79,149 00 | 897,938 03 | \$177,087 03 |
| .. August | 88,062 84 | 118,787 02 | 206,849 86 |
| .. September | 85,835 85 | 133,420 44 | 219,256 29 |
| .. October | 83,640 13 | 136,626 15 | 220,266 28 |
| .. November | 72,315 79 | 122,362 32 | 194,678 11 |
| .. December | 73,058 96 | 132,617 37 | 205,706 33 |
| 1886, January | 62,916 62 | 133,078 29 | 195,994 91 |
| .. February | 58,593 97 | 140,574 10 | 199,168 07 |
| .. March | 70,371 88 | 157,837 49 | 228,209 37 |
| .. April | 67,332 23 | 126,498 96 | 193,831 19 |
| .. May | 71,468 94 | 120,229 35 | 191,698 29 |
| .. June | 72,764 60 | 120,962 44 | 193,667 04 |
| Total | 8885,510 81 | 81,540,901 96 | \$2,426,412 77 |

IN ILLINOIS.

| | |
|---------------------------------|--------------|
| From passenger department | \$79,695 97 |
| From freight department | 188,681 17 |
| Total | \$218,377 14 |

Estimated proportion of whole is 9 per cent.

INCOME FROM OTHER SOURCES.

| Sources. | Whole line. |
|---------------------------|--------------|
| From rents | \$13,691 90 |
| From grain elevator | 7,875 90 |
| From coal elevator | 955 72 |
| From pool earnings | 17,805 18 |
| From other earnings | 16,255 21 |
| From interest | 63,937 96 |
| Total | \$100,521 87 |

TOTAL INCOME FROM ALL SOURCES.

| Sources. | Whole line. | In Illinois. |
|--|----------------|--------------|
| From passenger and freight departments | \$2,426,412 77 | Est. 9 % |
| From other sources | 100,521 87 | ..... |
| Total income from all sources | \$2,526,934 64 | \$218,377 14 |

DEDUCTIONS MADE FROM TRANSPORTATION EARNINGS.

| Average Earnings—343 43 miles. | Whole line. | In Illinois. |
|--|-----------------|-----------------|
| Average passenger department earnings per mile | \$2,378 43 | 9 % |
| Average passenger department earnings per train mile | 1 05 | 9 % |
| Average freight department earnings per mile | 4,486 80 | 9 % |
| Average freight department earnings per train mile | 1 78 | 9 % |
| Average gross transportation earnings per mile | 7,065 23 | 9 % |
| Average gross transportation earnings per train mile | 1 41 | 9 % |
| Average net transportation earnings per mile | 2,580 87 | 9 % |
| Average net transportation earnings per train mile | 54 10 | 9 % |
| The ratio of passenger to freight earnings was | As 100's to 173 | As 100's to 174 |

OPERATING EXPENSES AND TAXES.

| | |
|--|----------------|
| Repairs of track, exclusive of rails and ties | \$162,834 71 |
| Renewals of rails | 14,000 00 |
| Renewals of ties | 37,000 00 |
| Repairs of bridges | 39,273 78 |
| Repairs of fences | 8,300 13 |
| Repairs of stations, buildings, fixtures, etc. | 25,519 42 |
| Land improvement | 545 45 |
| Repairs of water stations | 9,333 43 |
| Shop tools and machinery | 9,991 36 |
| Repairs of locomotives | 75,496 53 |
| Repairs of passenger cars | 34,316 83 |
| Repairs of freight cars | 81,294 46 |
| Repairs of foreign freight cars | 10,707 32 |
| Fuel expense | 142,728 09 |
| Pumping water | 14,107 24 |
| Passenger expense | 227,112 42 |
| Freight expense | 439,867 29 |
| General expense | 45,822 91 |
| Telegraph expense | 22,342 13 |
| Stock killed | 5,706 45 |
| Lost and damaged goods | 4,818 33 |
| Insurance | 6,096 34 |
| Gratuities and damages | 11,599 80 |
| Inds. Belt Ry. expense | 33,796 37 |
| Central Union passenger station expense | 17,880 08 |
| Total expenses | \$1,480,491 47 |
| Net earnings | \$945,921 30 |
| Deduct for taxes paid during year | 59,570 32 |
| Net earnings after deducting taxes | \$886,350 98 |

Average operating expenses (less taxes) per mile, \$4,023.29.

Proportion of operating expenses (less taxes) to earnings, 58.58 per cent.

GENERAL EXHIBIT.

PROFIT AND LOSS ACCOUNT.

| | |
|--|-----------------|
| By transportation earnings | \$2,426,412 77 |
| By grain elevator | 7,875 90 |
| By coal elevator | 955 72 |
| By pool earnings | 17,805 18 |
| By rent earnings | 13,691 90 |
| By C. H. & G. R. R. operating account | 8,218 74 |
| By interest | 43,937 96 |
| By mileage | 8,036 47 |
| Total | \$2,526,934 64 |
| To operating expenses | \$1,480,491 47 |
| To taxes | 59,570 32 |
| To bond interest | 624,234 56 |
| To Lake Erie & W. Ry rentals | 10,098 00 |
| To miscellaneous charges | 8,745 70 |
| To three dividends, 1 per cent. each | 210,000 00 |
| Total | \$2,303,140 05 |
| Surplus, twelve months ending June 30, 1886 | \$133,794 59 |
| Add surplus June 30, 1885 | 1,024,138 64 |
| Total surplus June 30, 1886 | \$1,157,933 23 |
| Entries in construction account during the year— | |
| Balance, June 30, 1885 | \$13,023,023 26 |
| To purchase of miscellaneous real estate | \$4,500 00 |
| To claims paid, account old I. C. & L. R. R. Co. | 17,907 83 |
| To new bridges | 11,747 82 |
| | 34,155 65 |
| Balance, June 30, 1886 | \$13,057,178 91 |

GENERAL BALANCE SHEET.

| ASSETS. | June 30, 1886. | |
|---|-----------------|-----------------|
| | Dr. | Cr. |
| Construction and equipment | \$13,057,178 91 | |
| Big Four grain elevator | 215,757 86 | |
| Inds. Union R'y Co. proprietary account | 110,584 33 | |
| Sundry securities owned by Company | 1,885,005 65 | |
| Materials and supplies on hand | 97,786 87 | |
| Advances to branch lines | 424,463 25 | |
| Bills receivable | 400 00 | |
| American Exchange National Bank interest and dividend fund .. | 32,083 64 | |
| U. S. Postoffice Department | 28,149 39 | |
| Due from sundry persons and companies | 83,335 21 | |
| Due from agents of the Company | 33,038 74 | |
| Cash | 38,298 09 | |
| LIABILITIES. | | |
| Capital stock | | \$7,000,000 00 |
| Mortgage bonds | | 7,430,000 00 |
| Real estate mortgage | | 36,820 81 |
| Accounts payable | | 141,496 11 |
| June pay-rolls | | 83,258 93 |
| Uncollected bond interest and dividends | | 66,115 14 |
| Due sundry persons and companies | | 90,457 69 |
| Profit and loss account | | 1,157,933 23 |
| | \$15,006,081 97 | \$15,006,081 97 |

ADDITIONAL INFORMATION.

This road has a contract with the United States Government for the transportation of mails same as last year. The compensation for carrying United States mail on main line and branches, and lines leased and operated, is \$19,955 30 per quarter.

American and Adams Express Companies do business on this road.

(American Ex. Co.— 1 mile to 100 miles, 50c. per cwt.
 Terms: 101 “ 200 “ 10c.
 201 “ 254 “ 30c.

(Adams Ex. Co.— 83.50 per day services, and 45c. per cwt.

Pullman and Woodruff Sleepers run on this road on same conditions as other roads.

All other cars belong to this Company, charges being the same as last year.

STATEMENT OF ACCIDENTS.

There were six casualties on this road during the year, three resulting fatally. Of the killed, one was an employee, and two other persons. The persons injured were employees.

EAST ST. LOUIS AND CARONDELET RAILWAY.

ORGANIZATION AND CONSTRUCTION.

This, the East St. Louis and Carondelet Railway, exists under the charter entitled "An act to incorporate the American Bottom Lime, Marble and Coal Company," approved February 18, 1857,—see Private Laws 1857, (Ill.) page 1209. There is but one amendment to this charter by special act, to-wit, the one of March 8, 1857—Private Laws Ill., 1867, Vol. I, page 419,—of no importance whatever, simply declaring it revived, though it had never died, and authorizing the surviving corporators to choose others in the place of two then deceased, which they could have done without the amendment. Immediately after this amendatory act, the corporators organized the Company by the original name, on July 20, 1867. The Company is not consolidated with any other.

The main line was put in operation partially, and from East St. Louis to Falling Spring *via* Cahokia, September 26, 1872, and received from the builder, as completed, March 3, 1873. This included the branch to East Carondelet from a point on the main line south of Cahokia. This branch has no particular name. As it is more used than the piece of main line from the point of deflection, it is generally considered, and by the public looked upon, as the main line, and the real main line from that point of deflection is commonly called the Falling Spring Branch, meaning the piece from the point of convergence south of Cahokia to Falling Spring. The original name was changed by the stockholders to the present name, April 18, 1873. The certificate of this fact was filed in the county recorder's office of St. Clair county, (to which county the Company's railroads are confined,) Illinois, April 21, 1873, and in the office of the Secretary of State, on April 23, 1873, and published in the East St. Louis Gazette, April 26, May 3 and 10, 1873. April 3, 1875, the Company completed a new branch—the Stock Yard Branch—double track, from the East St. Louis relay depot to the St. Louis National Stock Yards.

OFFICERS.

| | |
|--|----------------------|
| President, Thomas D. Messler..... | Pittsburg, Pa. |
| Secretary, S. B. Liggott..... | Pittsburg, Pa. |
| Treasurer, John E. Davidson..... | Pittsburg, Pa. |
| General Manager and General Superintendent, Joseph Hill..... | St. Louis, Mo. |
| Asst. General Superintendent and Division Supt., Chas. A. Sanborn..... | East St. Louis, Ill. |
| General Agent and Cashier, Geo. K. Thomas..... | East St. Louis, Ill. |

General office at East St. Louis, Ill.

DIRECTORS.

| | |
|--------------------------|--------------------|
| Thomas D. Messler..... | Pittsburg, Pa. |
| Jacob N. McCullough..... | Pittsburg, Pa. |
| John W. Conlogue..... | Corning, N. Y. |
| William R. McKeen..... | Terre Haute, Ind. |
| Williamson Plant..... | Greenville, Ill. |
| Charles H. Seybt..... | Highland, Ill. |
| Joshua S. Peers..... | Collinsville, Ill. |
| Edgar Reynolds..... | St. Louis, Mo. |
| Abraham McNeil..... | Greenville, Ill. |

Annual election, third Tuesday in February.

CAPITAL STOCK

| | |
|---|--------------|
| Amount of common stock..... | \$420,000 00 |
| Number of stockholders in Illinois..... | 6 |
| Number elsewhere..... | 8 |
| Amount of stock held in Illinois..... | \$9,500 00 |
| Number of shares held in Illinois..... | 95 |

FUNDED DEBT IN DETAIL.

| Name of Bond. | When issued. | When due. | Rate percent. | Interest. | Amount of bonds. |
|---|---------------|--------------|---------------|-----------------|------------------|
| | | | | When payable. | |
| American Bottom Line, Marble and Coal Co. | June 15, 1872 | Oct. 1, 1897 | 7 | Apr. 1 & Oct. 1 | \$200,000 00 |
| Total | | | | | \$200,000 00 |

UNFUNDED DEBT IN DETAIL.

| On what Account. | Amount. |
|------------------|-------------|
| Interest unpaid | \$11,000 00 |
| Total | \$11,000 00 |

TOTAL LIABILITIES.

COMMON STOCK AND FUNDED AND UNFUNDED DEBT.

| Stocks and bonds. | Total. |
|-----------------------------------|--------------|
| Common stock | \$120,000 00 |
| Bonded debt | 200,000 00 |
| Floating debt | 11,000 00 |
| Aggregate | \$331,000 00 |
| Average per mile, for 12 01 miles | 51,623 21 |

LENGTH OF TRACK.

| Main Line. | Whole line miles. | In Illinois miles. | Main line and branch's in Illinois miles. |
|--|-------------------|--------------------|---|
| From East St. Louis to Falling Springs | 9 25 | 9 25 | |
| Branches | | | |
| From near Cahokia to East Carondelet | 2 25 | 2 25 | |
| Smith's Landing | 51 | 51 | 12 01 |

RAILS AND TIES.

| | |
|-----------------------------|-----------|
| Iron | |
| On road | 894 miles |
| Average weight per yard | 56 lbs |
| Steel | |
| On road | 4 miles |
| Average weight per yard | 60 lbs |
| Ties | |
| Average number per mile | 2,640 |
| Number laid during the year | 1,200 |

FENCING.

| In Illinois. | Length in miles. | Cost per rod |
|---------------------|------------------|--------------|
| Post and board..... | 12 | \$1 00 |

STATIONS.

| | |
|--------------------------|---|
| Number in Illinois..... | 2 |
| Total on whole line..... | 2 |

EQUIPMENT.

| Description. | Whole line. |
|---------------------------------------|-------------|
| Locomotives— | |
| Freight | 5 |
| Freight equipment— | |
| Caboose | 1 |
| Flat cars | 24 |
| Other cars | 4 |
| Total number cars of all classes..... | 29 |

EMPLOYES.

NUMBER, CHARACTER OF SERVICE, AND ANNUAL SALARIES OF EMPLOYES.

| Average No. employed. | Officers and Em ployés. | Average yearly salary. | Aggregate yearly salary. |
|-----------------------|--|------------------------|--------------------------|
| 3 | General officers..... | \$860 00 | \$2,580 00 |
| 1 | Assistant superintendent..... | 780 00 | 780 00 |
| 1 | Master mechanic..... | 600 00 | 600 00 |
| 1 | Road master | 780 00 | 780 00 |
| 2 | Clerks..... | 620 00 | 1,240 00 |
| 3 | Freight conductors | 900 00 | 2,700 00 |
| 3 | Freight engineers | 1,185 00 | 3,555 00 |
| 3 | Firemen | 730 00 | 2,190 00 |
| 9 | Brakemen | 730 00 | 6,570 00 |
| 2 | Station agents not telegraph operators | 960 00 | 1,920 00 |
| 2 | Telegraph operators not station agents..... | 750 00 | 1,500 00 |
| 3 | Carpenters | 504 00 | 1,512 00 |
| 4 | Section foremen..... | 540 00 | 2,160 00 |
| 20 | Sectionmen | 456 00 | 9,120 00 |
| 5 | Flagmen | 138 00 | 690 00 |
| 2 | Switchmen and watchmen..... | 114 00 | 228 00 |
| 2 | Other employés..... | 990 00 | 1,980 00 |
| 66 | Total..... | \$11,638 00 | \$40,108 00 |

INCOME.

IN ILLINOIS.

| | Months. | From freight department. |
|-------|-----------------|--------------------------|
| 1885, | July | \$5,025 25 |
| " | August | 5,162 62 |
| " | September | 7,148 39 |
| " | October | 6,528 91 |
| " | November | 7,977 50 |
| " | December | 10,111 77 |
| 1886, | January | 2,232 95 |
| " | February | 1,131 56 |
| " | March | 3,071 25 |
| " | April | 4,443 75 |
| " | May | 8,056 69 |
| " | June | 8,192 06 |
| | Total | \$69,082 61 |

INCOME FROM OTHER SOURCES.

| Sources. | In Illinois. |
|------------------------------------|--------------|
| From rents for use of road | \$4,299 99 |
| From miscellaneous switching | 1,941 00 |
| Total | \$6,240 99 |

TOTAL INCOME FROM ALL SOURCES.

| Sources. | In Illinois. |
|-------------------------------------|--------------|
| From freight department | \$69,082 61 |
| From other sources | 6,240 99 |
| Total income from all sources | \$75,323 60 |

OPERATING EXPENSES AND TAXES.

| Items of Operating Expenses. | In Illinois. |
|--|--------------|
| Salaries general officers and clerks | \$3,680 40 |
| Law expenses | 578 70 |
| Stationery and printing | 328 00 |
| Contingencies | 1,118 07 |
| Repairs or renewals—buildings | 43 00 |
| Renewals of ties | 180 76 |
| Repairs of roadway and track | 22,368 24 |
| Repairs of locomotives | 2,380 96 |
| Fuel for locomotives | 4,219 00 |
| Water supply | 16 25 |
| Oil and waste | 305 31 |
| Locomotive service | 5,101 20 |
| Repairs of freight cars | 2,751 84 |
| Freight train service | 7,510 15 |

Operating Expenses—Continued.

| Items of Operating Expenses. | In Illinois. |
|---|--------------|
| Freight train supplies..... | \$9 51 |
| Telegraph expenses (maintenance and operating)..... | 1,506 75 |
| Damage and loss of freight and baggage..... | 627 71 |
| Damage to property and cattle..... | 10 00 |
| Personal injury..... | 50 00 |
| Agents and station service..... | 2,080 00 |
| Station supplies..... | 105 63 |
| Total operating expenses..... | \$58,631 05 |
| Taxes..... | 2,615 77 |
| Total operating expenses and taxes..... | \$61,246 82 |

Average operating expenses (less taxes) per mile, \$4,881.85.

Proportion of operating expenses (less taxes) to earnings, 77.83 per cent.

EXPENSES IN ADDITION TO OPERATING EXPENSES AND TAXES.

| | |
|--------------------------------|-------------|
| Interest on funded debt | \$14,000 00 |
| Total additional expenses..... | \$14,000 00 |

GENERAL EXHIBIT.

NET INCOME, DIVIDENDS, BALANCES.

| | |
|---|-------------|
| Total income..... | \$75,323 60 |
| Operating expenses, less taxes..... | 58,631 05 |
| Excess of income over operating expenses..... | \$16,692 55 |
| Less taxes..... | 2,615 77 |
| Excess of income over operating expenses and taxes..... | \$14,076 78 |
| Interest on funded debt..... | 14,000 00 |
| Net income..... | \$76 78 |
| Balance for the year..... | \$76 78 |
| Balance (profit) last year..... | 9,107 21 |
| Balance (profit)..... | \$9,183 99 |
| Balance (profit) carried forward to next year..... | \$9,183 99 |

GENERAL BALANCE SHEET.

| Assets. | | Liabilities. | |
|--|--------------|----------------------------|--------------|
| Construction and equipment account..... | \$622,441 93 | Capital stock | \$420,000 00 |
| Other investments, as follows: | | Funded debt..... | 200,000 00 |
| Bonds of American Bottom Board of Improvements | 400,000 00 | Unfunded debt, as follows: | |
| Cash items, as follows: | | Interest unpaid..... | 14,000 00 |
| Cash..... | 6,556 61 | Vouchers and accounts..... | 11,230 05 |
| Due from agents and companies..... | 21,415 50 | | |
| Total assets..... | \$654,414 04 | Total liabilities..... | \$645,230 05 |

LOCAL EXHIBIT OF ILLINOIS BUSINESS.

INCOME, EXPENSES, BALANCES, ETC.

| | | |
|--|-------------|--------------------|
| From points between stations within the State | | \$75,323 60 |
| From freights | | \$69,682 61 |
| From other sources | | 6,240 99 |
| Total income | | <u>\$75,323 60</u> |
| Operating expenses, less taxes | \$58,631 05 | |
| Taxes | 2,615 77 | |
| | | <u>61,246 82</u> |
| Excess of income over operating expenses and taxes | | \$14,076 78 |
| Interest on funded debt | | <u>14,000 00</u> |
| Net income on Illinois business | | \$76 78 |

ADDITIONAL INFORMATION.

The Illinois and St. Louis Railroad uses the track of the E. St. L. & C. Ry., paying for such use \$125 per month.

STATEMENT OF ACCIDENTS.

One man, a section foreman, named John Cashin, was killed during the past year, by falling off an engine and being run over.

EAST ST. LOUIS CONNECTING RAILWAY.

ORGANIZATION AND CONSTRUCTION.

On July 1, 1885, this Company leased the Venice and Carondelet Railway, a belt line running from Venice, Illinois, to a junction with the Illinois and St. Louis R. R. and Coal Co., a distance of six (6) miles, John D. Perry, President. Also the terminal tracks of the Illinois and St. Louis R. R. and Coal Co., from the junction of the Venice and Carondelet Railway, to the Mississippi River, a distance of 2 144-5289 miles. Jos. W. Branch, President.

Annual rental, \$10, 400.00.

OFFICERS.

| | |
|--------------------------------------|----------------------|
| President, S. C. Clubb | St. Louis, Mo. |
| Vice-President, F. L. Ridgely | St. Louis, Mo. |
| Secretary, S. A. Chouteau | St. Louis, Mo. |
| Treasurer, Henry L. Clark | St. Louis, Mo. |
| Manager, H. W. Gays | St. Louis, Mo. |
| Chief Engineer, Isaac A. Smith | East St. Louis, Ill. |
| General Freight Agent, R. N. Bathner | East St. Louis, Ill. |
| Master Mechanic, John Burlin | East St. Louis, Ill. |
| General Road Master, Garret Stack | East St. Louis, Ill. |

General office at East St. Louis, Illinois.

DIRECTORS.

| | |
|----------------|----------------------|
| S. C. Clubb | St. Louis, Mo. |
| F. L. Ridgely | St. Louis, Mo. |
| John DeHann | East St. Louis, Ill. |
| Henry Sackman | East St. Louis, Ill. |
| John Trendley | East St. Louis, Ill. |
| S. A. Chouteau | St. Louis, Mo. |
| C. W. Thomas | Belleville, Ill. |

Annual election second Tuesday in January.

CAPITAL STOCK.

| | |
|------------------------------------|-------------|
| Amount of common stock | \$20,000 00 |
| Number of stockholders in Illinois | 4 |
| Number elsewhere | 3 |
| Amount of stock held in Illinois | \$19,700 00 |
| Number of shares held in Illinois | 197 |

UNFUNDED DEBT IN DETAIL.

| On What Account. | Amount. |
|---|-------------|
| Notes due, unpaid: (Interest paid on same during year, \$1, 107.34) | \$52,000 00 |
| Other liabilities | 30,000 00 |
| Total interest paid | \$1, 107.34 |
| Total | \$82,000 00 |

TOTAL LIABILITIES.

COMMON STOCK AND UNFUNDED DEBT.

| Stocks and Bonds. | Total. |
|--------------------|--------------|
| Common stock..... | \$20,000 00 |
| Floating debt..... | 82,000 00 |
| Aggregate | \$102,000 00 |

LENGTH OF TRACK.

| Main Line. | Whole line, Miles. |
|--------------------------------------|--------------------|
| Along levee in East St. Louis | 2.4435 |
| BRANCHES. | |
| Double track on main line | 1.1070 |
| Sidings on main line..... | 8.2457 |
| Aggregate length of all tracks. | 11.1512 |
| New road built during the year..... | 1897 586 |
| Road in Illinois, 100 per cent. | |

RAILS AND TIES.

| | |
|------------------------------|---------------------|
| Iron— | |
| On road | 5 1923 miles. |
| Average weight per yard..... | .60 pounds. |
| Steel— | |
| On road | 5 1869 miles. |
| Average weight per yard..... | .56 and .60 pounds. |
| Ties— | |
| Average number per mile..... | 2,240 |

EQUIPMENT.

| Description. | Whole Line | Total. |
|--|------------|--------|
| Locomotives | | |
| Freight..... | 9 | 9 |
| Freight equipment— | | |
| Cabooses..... | 1 | 1 |
| Total number cars of all classes | | 1 |

EMPLOYES.

NUMBER, CHARACTER OF SERVICE, AND ANNUAL SALARIES OF EMPLOYES.

| Average No. em- ployed. | Officers and Employees. | Aggregate yearly salary. |
|-------------------------------|--|--------------------------------|
| 4 | General officers | \$2,830 00 |
| 1 | Master mechanic | 900 00 |
| 1 | Road master | 900 00 |
| 4 | Clerks | 2,600 35 |
| 1 | Machinist | 718 40 |
| 11 | Freight conductors | 9,015 04 |
| 11 | Freight engineers | 6,384 75 |
| 11 | Firemen | 3,482 50 |
| 11 | Wipers | 3,235 35 |
| 3 | Telegraph operators not station agents | 1,295 05 |
| 4 | Sectionmen | 1,058 10 |
| 30 | Switchmen and watchmen | 9,159 00 |
| 11 | Other employes | 2,865 60 |
| 103 | Total | \$44,396 14 |

Of these employes, 103 are employed in Illinois, and their aggregate annual salary is \$44,396.14.

INCOME.

IN ILLINOIS.

| Months. | From freight department. |
|---------------------|--------------------------------|
| 1885, July | \$7,228 30 |
| " August | 10,909 70 |
| " September | 12,165 35 |
| " October | 10,612 76 |
| " November | 10,422 67 |
| " December | 10,336 71 |
| 1886, January | 4,996 41 |
| " February | 5,842 43 |
| " March | 7,983 56 |
| " April | 4,860 27 |
| " May | 7,780 10 |
| " June | 7,824 95 |
| Total | \$100,065 45 |

INCOME FROM OTHER SOURCES.

| Sources. | Whole line. |
|--|-------------|
| From rents for use of road: | |
| Trackage paid by sundry railroad companies | \$2,941 75 |
| Total | \$2,941 75 |

TOTAL INCOME FROM ALL SOURCES.

| Sources. | Whole line. |
|-------------------------------------|--------------|
| From freight department | \$100,065 45 |
| From other sources | 2,941 75 |
| Total income from all sources | \$103,007 20 |

DEDUCTIONS MADE FROM TRANSPORTATION EARNINGS.

| Average earnings. | Whole line. |
|--|-------------|
| Average freight department earnings, per mile..... | \$40,951 68 |
| Average gross transportation earnings, per mile..... | 40,951 68 |
| Average net transportation earnings, per mile..... | 9,293 50 |

OPERATING EXPENSES AND TAXES.

| Items of Operating Expenses. | Whole line. |
|---|-------------|
| Salaries, general officers and clerks..... | \$2,904 19 |
| Law expenses..... | 2,028 50 |
| Insurance..... | 1,906 40 |
| Stationery and printing..... | 204 60 |
| Contingencies..... | 309 25 |
| Repairs or renewals—bridges (including culverts and cattle-guards)..... | 322 60 |
| Repairs or renewals—buildings..... | 581 68 |
| Repairs of roadway and track..... | 9,316 00 |
| Repairs of locomotives..... | 6,384 85 |
| Fuel for locomotives..... | 4,616 96 |
| Water supply..... | 584 38 |
| Oil and waste..... | 1,197 22 |
| Locomotive service..... | 11,669 77 |
| Repairs of freight cars..... | 4,907 01 |
| Freight train service..... | 20,607 94 |
| Freight train supplies, lights..... | 442 00 |
| Telegraph expenses (maintenance and operating)..... | 1,096 40 |
| Damage to property and cattle..... | 88 09 |
| Personal injury..... | 3,069 38 |
| Agents and station service..... | 4,411 24 |
| Station supplies..... | 108 31 |
| Total operating expenses..... | \$77,356 77 |
| Taxes..... | 7,144 51 |
| Total operating expenses and taxes..... | \$84,501 28 |

Average operating expenses (less taxes) per mile, \$7,032.43.

Proportion of operating expenses (less taxes) to earnings, 75.00 per cent.

EXPENSES IN ADDITION TO OPERATING EXPENSES AND TAXES.

| Paid for— | Whole line. |
|--------------------------------|-------------|
| Additional equipment..... | \$625 00 |
| Construction— | |
| General..... | 5,601 33 |
| Interest— | |
| On funded debt..... | 1,107 34 |
| Total additional expenses..... | \$8,333 67 |

GENERAL EXHIBIT.

NET INCOME, DIVIDENDS, BALANCES.

| | |
|---|--------------|
| Total income..... | \$103,007 20 |
| Operating expenses, less taxes..... | 77,356 77 |
| Excess of income over operating expenses..... | \$25,650 43 |
| Less taxes..... | 7,144 51 |
| Excess of income over operating expenses and taxes..... | \$18,505 92 |

| | | |
|--|------------|--------------|
| Interest on unfunded debt..... | \$1,107 34 | |
| Rentals..... | 10,450 04 | |
| | | \$11,557 38 |
| Net income..... | | \$6,948 54 |
| Balance for the year..... | | \$6,948 54 |
| Balance (profit) last year..... | | 97,879 40 |
| Balance (profit)..... | | \$104,827 94 |
| Balance (profit) carried forward to next year..... | | \$104,827 94 |

GENERAL BALANCE SHEET.

| Assets. | | Liabilities. | |
|--------------------------------|--------------|-----------------------------------|--------------|
| Construction account..... | \$161,006 19 | Capital stock..... | \$20,000 00 |
| Equipment account..... | 45,630 69 | <i>Unfunded debt, as follows:</i> | |
| Other investments..... | 50 00 | | |
| <i>Cash items, as follows:</i> | | | |
| Cash..... | 141 06 | Notes payable..... | 52,000 00 |
| | | Other liabilities..... | 30,000 00 |
| | | Income account..... | 104,827 94 |
| Total assets..... | \$206,827 94 | Total liabilities..... | \$206,827 94 |

LOCAL EXHIBIT OF ILLINOIS BUSINESS.

INCOME, EXPENSES, BALANCES, ETC.

| | |
|---|--------------|
| Total income..... | \$103,007 20 |
| From freights..... | \$100,065 45 |
| From other sources..... | 2,941 75 |
| Total income..... | \$103,007 20 |
| Operating expenses (less taxes)..... | \$77,356 77 |
| Taxes..... | 71,144 51 |
| Excess of income over operating expenses and taxes..... | \$18,505 92 |
| Interest on unfunded debt..... | \$1,107 34 |
| Rentals actually paid..... | 10,450 04 |
| | 11,557 38 |
| Net income on Illinois business..... | \$6,948 54 |

UNFUNDED DEBT IN DETAIL.

ON PROPERTY WITHIN THE STATE.

| On What Account. | Amount. |
|---|-------------|
| Notes due, unpaid: [Interest paid on same during year, \$1,107 34]..... | \$52,000 00 |
| Other liabilities..... | 30,000 00 |
| Total interest paid..... | \$1,107 34 |

TOTAL LIABILITIES.

COMMON STOCK AND UNFUNDED DEBT ON PROPERTY WITHIN THE STATE.

| Stocks and Bonds. | Total. |
|--------------------------------------|--------------------|
| Common stock..... | \$20,000 00 |
| Floating debt..... | 82,000 00 |
| Aggregate..... | <hr/> \$102,000 00 |
| Average per mile, for 11 miles | 80,272 72 |

ADDITIONAL INFORMATION.

This Company has a contract with the St. Louis and Cairo Railroad (Narrow Gauge).
Contract for running over our tracks from their depot to bridge approach, still in force.

STATEMENT OF ACCIDENTS.

KILLED AND ENJURED DURING THE YEAR.

| Description. | Whole line. | |
|----------------|-------------|----------|
| | Killed. | Injured. |
| Employees..... | 1 | 6 |
| Total | 1 | 6 |

| No. | Name of person. | Occupation. | Cause of accident. | Date of accident. | Character of injury. |
|-----|--------------------|-----------------|--|-------------------|------------------------------------|
| 1 | F. Huntlorink. | Switchman. | Caught in drawbars. | July 5, 1885. | One finger off. |
| 2 | Jno. H. McGinniss. | Superintendent. | Fell from car. | Nov. 24, " | Neck broken; head crushed; killed. |
| 3 | James Murphy. | Citizen. | Knocked down by car. | Nov. 4, 1886. | Head and body cut. |
| 4 | Thomas Hamon. | Switchman. | Making coupling. | " 6, " | Finger mashed. |
| 5 | James Gunion. | " | Caught between cars. | Feb. 26, " | Head and body cut; hand mashed. |
| 6 | James Cleary. | " | Thrown from car that had jumped track. | Mar. 15, " | Ankle sprained. |
| 7 | Chas. McGinniss. | " | Making coupling. | May 3, " | One finger off. |

FULTON COUNTY NARROW GAUGE RAILWAY.

ORGANIZATION AND CONSTRUCTION.

This Company was organized in the month of August, 1878, and the construction of the road completed from Havana, in the county of Mason, Illinois, to Fairview, in Fulton county, Illinois, a distance of 28 miles and 300 feet, about the first of November, 1880; and the operation of the whole line commenced about the first of December, 1880. The date of its charter is August 13, 1878.

The Fulton County Narrow Gauge Railway Company has leased and operated the Fulton County Extension Railway, constructed from Fairview to Galesburg, Illinois. The length of the line of road operated by the Fulton County Narrow Gauge Railway Company is 61 miles, and the annual rental paid to the Fulton County Extension Railway is thirty per cent. of the gross receipts on all joint business over the Fulton County Extension Company's line from Fairview to Galesburg.

OFFICERS.

| | |
|---|-----------------|
| President, S. H. Mallory | Chariton, Ia. |
| Vice-President, Henry Phelps | Lewistown, Ill. |
| General Solicitor, John A. Gray | Lewistown, Ill. |
| Secretary, D. J. Thayer | Chariton, Ia. |
| Treasurer, Moses Turner | Lewistown, Ia. |
| Auditor, Joe, D. Temple | Lewistown, Ill. |
| General Manager, S. H. Mallory | Chariton, Ia. |
| General Superintendent, A. C. Atherton | Lewistown, Ill. |
| General Freight, Passenger and Ticket Agent, A. C. Atherton | Lewistown, Ill. |
| General office at Lewistown, Ill. | |

Date of annual election, first Tuesday after second Monday in August, each year.

DIRECTORS.

| | |
|-----------------------|-----------------|
| S. H. Mallory | Chariton, Ia. |
| J. C. Wilcoxen | Lewistown, Ill. |
| Henry Phelps | Lewistown, Ill. |
| Moses Turner | Lewistown, Ill. |
| J. A. Gray | Lewistown, Ill. |
| A. C. Atherton | Lewistown, Ill. |
| T. L. Frazier | Lewistown, Ill. |
| I. C. Worley | Lewistown, Ill. |
| Joseph E. raden | Chariton, Ia. |
| E. A. Temple | Chariton, Ia. |
| T. M. Stuart | Chariton, Ia. |
| A. Mallory | Creston, Ia. |

CAPITAL STOCK.

| | |
|--|--------------|
| Amount of common stock | \$236,303 27 |
| Number of stockholders in Illinois | 30 |
| Number elsewhere | 5 |
| Amount of stock held in Illinois | 119 07 00 |
| Number of shares held in Illinois | 5,262 |

FUNDED DEBT IN DETAIL.

| Name of Bond. | When issued. | When due. | Interest. | Amount of bonds. |
|---|---------------|-----------|---------------|------------------|
| | | | Rate per cent | |
| First mortgage bonds (F. C. N. G. Co.)..... | Mich. 3, 1881 | 30 years. | 7 | \$171,000 00 |
| First mortgage bonds (F. C. E. & Co.)..... | July 1, 1882 | 30 years. | 7 | 313,000 00 |
| Total..... | | | | \$484,000 00 |
| Average bonded debt per mile for 61 miles.... | | | | \$7,934 00 |

Debt of Extension Company is included. It is a leased line.

UNFUNDED DEBT IN DETAIL.

| On what account. | Amount. |
|----------------------|--------------|
| Interest unpaid..... | \$136,535 00 |
| Total..... | \$136,535 00 |

TOTAL LIABILITIES.

COMMON STOCK AND FUNDED DEBT.

| Stocks and bonds. | Total. |
|-------------------------------------|----------------|
| Common stock..... | \$636,303 27 |
| Bonded debt..... | 484,000 00 |
| Aggregate..... | \$1,120,303 27 |
| Average per mile, for 61 miles..... | \$18,365 63 |

LENGTH OF TRACK.

| Main Line. | Whole line. Miles. | In Illinois. Miles. |
|-------------------------------------|-----------------------|------------------------|
| From Havana to Galesburg..... | 61.00 | 61.00 |
| BRANCHES. | | |
| Sidings on main line..... | 2.40 | |
| Aggregate length of all tracks..... | 63.40 | |

Proportion of road in Illinois, 100 per cent.

RAILS AND TIES.

| | |
|------------------------------|--------------|
| Iron— | |
| On road..... | 63.40 miles. |
| Average weight per yard..... | 35 pounds. |
| Ties— | |
| Average number per mile..... | 2,700 |

BRIDGES.

| | | |
|---|----------|---------------------|
| Number of piling in Illinois | 72 | length, 8,163 feet. |
| Number of combination in Illinois | 3 | length, 340 feet. |

FENCING.

Wire, 50 miles, 72 cents per rod.

STATIONS.

| | |
|---------------------------|----|
| Number in Illinois | 12 |
| Total on whole line | 12 |

EQUIPMENT.

| Description. | Whole line. | Total. |
|---|-------------|--------|
| Locomotives— | | |
| Passenger | 1 | |
| Freight | 3 | 4 |
| Passenger equipment— | | |
| Coaches | 3 | |
| Officers', express, baggage and mail cars—combination | 2 | 5 |
| Freight equipment— | | |
| Box cars | 11 | |
| Stock cars | 25 | |
| Flat cars | 18 | |
| Coal cars | 55 | |
| Other cars | 8 | 117 |
| Total number cars of all classes | | 152 |

Platform and coupler used, common.
Brake used, hand brake.

AVERAGE LIFE OF LOCOMOTIVES, CARS, RAILS, BRIDGES, ETC.

| Equipment and Superstructure. | Average life in years. |
|-------------------------------|------------------------|
| Locomotives— | |
| Passenger | 25 |
| Freight | 25 |
| Cars— | |
| Passenger | 15 |
| Baggage | 15 |
| Box | 15 |
| Stock | 15 |
| Coal | 15 |
| Flat | 15 |
| Rails— | |
| Iron | 20 |
| Joint fastenings | 20 |
| Frogs | 10 |
| Bridges— | |
| Combination | 20 |
| Trestles | 8 |
| Piling | 8 |
| Telegraph poles— | |
| Other than cedar | 20 |
| Fence posts | 8 |

EMPLOYEES.

NUMBER, CHARACTER OF SERVICE, AND ANNUAL SALARIES OF EMPLOYEES.

| Average No. em- ployed. | Officers and Employees. | Average yearly salary. | Aggregate yearly salary. |
|-------------------------------|--|------------------------------|--------------------------------|
| 3 | General officers..... | \$1,500 00 | \$4,500 00 |
| 1 | Road master..... | 600 00 | 600 00 |
| 1 | Passenger conductor..... | 720 00 | 720 00 |
| 1 | Freight conductor..... | 720 00 | 720 00 |
| 1 | Passenger engineer..... | 900 00 | 900 00 |
| 1 | Freight engineer..... | 900 00 | 900 00 |
| 2 | Firemen..... | 480 00 | 960 00 |
| 2 | Wipers..... | 456 25 | 912 50 |
| 3 | Brakemen..... | 420 00 | 1,260 00 |
| 6 | Station agents also telegraph operators..... | 420 00 | 2,520 00 |
| 1 | Carpenter..... | 900 00 | 900 00 |
| 8 | Section foremen..... | 480 00 | 3,840 00 |
| 24 | Sectionmen..... | 343 00 | 8,232 00 |
| 2 | Laborers..... | 390 00 | 780 00 |
| 56 | Total..... | \$9,229 25 | \$27,744 50 |

Of these employes all are employed in Illinois, and their aggregate annual salary is \$27,744.50.

TRAFFIC.

PASSENGERS AND FREIGHT CARRIED.

| | Whole line. |
|---|-------------|
| Local passengers..... | 24,769 |
| Total passengers carried..... | 24,769 |
| Number of passengers carried one mile..... | 619,225 |
| Average number cars in passenger train..... | 2 |
| Average number of miles traveled by each passenger..... | 25 |
| Average receipts per passenger per mile..... | 2.7 cts. |
| Local freight, in tons..... | 31,757 |
| Total tons freight carried..... | 31,757 |
| Average tons of freight carried one mile..... | 1,937,177 |
| Average number of cars in freight train..... | 10 |
| Average number tons of freight per train..... | 31 |
| Average number tons of freight per car..... | 5 |
| Average receipt per ton freight per mile..... | 1.2 cts. |
| Proportion of freight carried in Illinois..... | 100 % |

FREIGHT CLASSIFIED.

| | In Illinois. Tons. |
|---|-----------------------|
| Corn | 651 |
| Wheat | 1,118 |
| Rye | 340 |
| Oats and barley | 1,771 |
| Flour | 375 |
| Provisions | 236 |
| Salt | 58 |
| Agricultural implements | 111 |
| Furniture | 87 |
| Wagons and other manufactured articles | 303 |
| Lumber | 2,052 |
| Other forest products | 525 |
| Horses and mules | 17 |
| Cattle | 62 |
| Hogs and sheep | 1,677 |
| Iron, lead and other mineral products | 66 |
| Stone, brick, sand, lime, clay, cement and stucco | 2,183 |
| Coal | 18,125 |
| Merchandise | 1,328 |
| Other articles | 672 |
| Total tons | 31,757 |

MILEAGE.

TRAIN MILEAGE.

| Trains. | Whole line. |
|---------------------------|-------------|
| Passenger | 38,186 |
| Freight | 38,186 |
| Total train mileage | 76,372 |

CAR MILEAGE.

| Cars. | Whole line. |
|-----------------------------------|-------------|
| Passenger, mail and baggage | 114,358 |
| Freight | 381,860 |
| Total car mileage | 496,418 |

PASSENGER MILEAGE AND FREIGHT TONNAGE.

| Passenger mileage. | Whole line. | Freight tonnage. | Whole line. |
|-----------------------------|-------------|-----------------------------|-------------|
| Local | 24,769 | Local | 31,757 |
| Total passenger mileage ... | 24,769 | Total freight tonnage | 31,757 |

INCOME.

MONTHLY TRANSPORTATION EARNINGS—WHOLE LINE.

| Months. | From passenger department. | From freight department. | Total. |
|--------------------|----------------------------------|--------------------------------|-------------|
| 1885, July..... | \$1,324 40 | \$1,652 70 | \$2,977 10 |
| " August..... | 1,768 92 | 2,531 98 | 4,300 90 |
| " September..... | 1,731 36 | 2,866 92 | 4,598 28 |
| " October..... | 1,284 58 | 3,130 07 | 4,414 65 |
| " November..... | 1,078 59 | 2,749 35 | 3,827 94 |
| " December..... | 1,417 83 | 3,028 15 | 4,445 98 |
| 1886, January..... | 1,011 11 | 2,686 81 | 3,697 92 |
| " February..... | 1,200 47 | 2,376 84 | 3,577 31 |
| " March..... | 1,685 49 | 2,253 06 | 3,938 55 |
| " April..... | 1,134 55 | 1,964 89 | 3,099 44 |
| " May..... | 1,082 89 | 1,727 41 | 2,810 30 |
| " June..... | 1,406 09 | 1,788 03 | 3,194 12 |
| Total..... | \$16,126 28 | \$28,756 21 | \$44,882 49 |

TOTAL INCOME FROM ALL SOURCES.

| Sources. | Whole line. |
|------------------------------------|-------------|
| From passenger department..... | \$16,126 28 |
| From freight department..... | 28,756 21 |
| Total income from all sources..... | \$44,882 49 |

DEDUCTIONS MADE FROM TRANSPORTATION EARNINGS.

| Average Earnings. | Whole line. |
|---|------------------|
| Average passenger department earnings per mile..... | \$264 35 |
| Average passenger department earnings per train mile..... | cts. 27 3.10 |
| Average freight department earnings per mile..... | \$471 41 |
| Average freight department earnings per train mile..... | cts. 75 3.10 |
| Average gross transportation earnings per mile..... | \$735 77 8.10 |
| Average gross transportation earnings per train mile..... | cts. 58 7.10 |
| Net loss per mile..... | \$39 02 |
| The ratio of passenger to freight earnings was..... | As 100 is to 178 |

OPERATING EXPENSES AND TAXES.

| Items of Operating Expenses. | Whole line. |
|---|-------------|
| Salaries general officers and clerks..... | \$5,623 58 |
| Insurance..... | 252 00 |
| Stationery and printing..... | 381 21 |
| Outside agencies and advertising..... | 131 40 |
| Contingencies..... | 2,179 27 |
| Repairs or renewals—bridges (including culverts and cattle-guards)..... | 2,506 60 |
| Repairs or renewals—buildings..... | 265 84 |
| Mail service expense..... | 228 00 |
| Renewals of ties..... | 308 56 |
| Repairs of roadway and track..... | 10,279 65 |
| Fuel for locomotives..... | 2,542 40 |
| Water supply..... | 855 92 |
| Oil and waste..... | 172 21 |
| Locomotive service..... | 2,214 56 |
| Passenger train service..... | 1,633 50 |
| Passenger train supplies..... | 38 91 |

Operating Expenses and Taxes—Continued.

| Items of Operating Expenses. | Whole line. |
|--|-------------|
| Bridge rental | \$1,975 00 |
| Repairs of freight cars, passenger cars and locomotives..... | 6,607 95 |
| Freight train service | 2,450 26 |
| Freight train supplies | 77 78 |
| Transferring freight..... | 248 92 |
| Telegraph expenses (maintenance and operating)..... | 34 93 |
| Damage and loss of freight and baggage..... | 77 50 |
| Damage to property and cattle..... | 265 00 |
| Personal injury..... | 11 00 |
| Agents and station service..... | 2,705 29 |
| Station supplies | 165 99 |
| Total operating expenses | \$47,263 23 |
| Taxes..... | 2,037 00 |
| Total operating expenses and taxes..... | \$49,300 23 |

Average operating expenses (less taxes) per mile, \$774.81.

Average operating expenses (less taxes) per train mile, 61 8-10 cents.

Proportion of operating expenses (less taxes) to earnings, .195 per cent.

GENERAL EXHIBIT.

NET INCOME, DIVIDENDS, BALANCES.

| | | |
|--|-------------|-------------|
| Total income | | \$44,882 49 |
| Operating expenses, less taxes | \$47,263 23 | |
| Taxes | 2,037 00 | |
| | | \$9,300 23 |
| Excess of operating expenses and taxes over income | | \$4,417 7 |
| Balance for the year (loss) | | \$4,417 74 |
| Balance (profit) last year..... | | 6,827 32 |
| Balance (profit) carried forward to next year | | \$2,409 58 |

GENERAL BALANCE SHEET.

| Assets. | | Liabilities. | |
|---|----------------|----------------------------|----------------|
| Construction account..... | \$1,027,396 00 | Capital stock..... | \$636,363 27 |
| Equipment account..... | 84,836 09 | Funded debt..... | 184,000 00 |
| Income..... | 129,783 69 | | |
| Interest | 16,910 00 | Unfunded debt, as follows: | |
| Cash items, as follows: | | Interest unpaid | 136,535 00 |
| Cash | 1,556 87 | Vouchers and accounts..... | 3,772 80 |
| Due from agents and com- panies..... | 6,025 37 | | |
| Cash assets, as follows: | | | |
| Materials and supplies..... | 842 44 | | |
| Debit balance | 2,329 64 | | |
| Total assets | \$1,269,611 07 | Total liabilities | \$1,269,611 07 |

ADDITIONAL INFORMATION.

This Company receives \$2,941 56 from the government annually for the transportation of United States mails.

The American Express Company does business on this road, paying \$2,400 per annum for privilege of operating line.

This Company has no pooling arrangements at any point.

Our freight is all local.

The average receipt per ton per mile for the transportation of Illinois coal, for the year ending June 30, 1886, was 12 cents.

The gross number of tons of Illinois coal carried for the year ending June 30, 1886, was 18,425 tons.

GRAND TOWER AND CARBONDALE RAILROAD.

ORGANIZATION AND CONSTRUCTION.

This Company owns the railroad constructed by the Mount Carbon Coal and Railroad Company, which corporation was organized and its charter amended by virtue of the following several acts of the legislature:

An act to incorporate the Mount Carbon Coal Company, January 24, 1835.

An act supplemental to the above, authorizing an increase of stock to \$1,000,000, February 26, 1841.

An act concerning the Mount Carbon Coal Company, February 1, 1851.

An act to amend the last named act, February 15, 1851.

An act supplemental to the same, February 10, 1853.

An act concerning the Mount Carbon Coal Company, January 18, 1857.

An act to amend an act entitled "An act to incorporate the Mount Carbon Coal Company," and the several acts supplemental thereto, providing for the change of the name to the Mount Carbon Coal and Railroad Company, February 6, 1861.

An act in relation to the Mount Carbon Coal and Railroad Company, February 16, 1865.

An act to change the name of the Mount Carbon Coal and Railroad Company to that of the Grand Tower Mining, Manufacturing and Transportation Company, and to define the privileges and powers thereof, April 9, 1869.

The Grand Tower and Carbondale Railroad Company was incorporated under the general laws of the State of Illinois, March 10, 1882, and purchased the railroad and property formerly belonging to the Grand Tower Mining, Manufacturing and Transportation Company.

The main line, from Grand Tower to Mount Carbon, 18 miles, was opened in 1866, and the line from Mount Carbon to Carbondale, 7 miles, in 1868.

The G. T. & C. R. R. Company pays the Illinois Central Railroad Company \$50 per month for the use of about 2,240 feet of its track at Carbondale.

Built in year 1885, by the Receiver of the St. Louis Ore and Steel Company, under orders of the United States Court, two miles of track, extending from main line near Mt. Carbon to Garrison shaft, northeast of Murphysboro. Opened for business in December, 1885.

OFFICERS.

| | |
|--|-------------------|
| President, I. C. Simpson | Carbondale, Ill. |
| Receiver, E. A. Hitchcock | St. Louis, Mo. |
| Secretary-Treasurer, J. D. Peters | Grand Tower, Ill. |
| Superintendent, J. C. Simpson | Carbondale, Ill. |
| Purchasing Agent, O. L. Garrison | St. Louis, Mo. |
| Master Mechanic and General Road Master, H. E. Proccuner | Carbondale, Ill. |
| General office at Grand Tower, Illinois. | |

DIRECTORS.

| | |
|-------------------------|-------------------|
| E. A. Hitchcock | St. Louis, Mo. |
| LeGrand B. Cannon | New York, N. Y. |
| J. C. Simpson | Carbondale, Ill. |
| J. D. Peters | Grand Tower, Ill. |
| B. B. Brounley | Grand Tower, Ill. |

CAPITAL STOCK.

| | |
|--|-------------|
| Amount of common stock | \$50,000 00 |
| Number of stockholders in Illinois | 3 |
| Number elsewhere | 3 |
| Amount of stock held in Illinois | \$3,000 00 |
| Number of shares held in Illinois | 30 |

FUNDED DEBT IN DETAIL.

| Name of bond. | When issued. | When due. | Interest. | | Amount of bonds. |
|--|--------------|--------------|----------------|---------------|------------------|
| | | | Rate per cent. | When payable | |
| Mortgage | Oct. 1, 1883 | Oct. 1, 1903 | 7 | Semi-annually | \$600,000 00 |
| Total..... | | | | | \$600,000 00 |
| Average bonded debt per mile for 24 miles..... | | | | | \$25,000 00 |

TOTAL LIABILITIES.

COMMON STOCK AND FUNDED DEBT.

| Stocks and Bonds. | Total. |
|-------------------------------------|--------------|
| Common stock | \$50,000 00 |
| Bonded debt. | 600,000 00 |
| Aggregate. | \$650,000 00 |
| Average per mile, for 24 miles..... | 27,083 33 |

LENGTH OF TRACK.

| Main line. | Whole line. Miles. | Main line and branches. Miles. | In Illinois. Miles. | Main line and branches. in Illinois. |
|--|--------------------|--------------------------------|---------------------|--------------------------------------|
| From Grand Tower to Carbondale | 24.20 | | 24.20 | |
| BRANCHES. | | | | |
| From Mt. Carbon to Garrison Shaft..... | 2.00 | 26.20 | 2.00 | 26.20 |
| Total length of branches | 2.00 | | | |
| Main line and branches | 26.20 | | | |
| Sidings on main line..... | 6.00 | | 6.00 | |
| Aggregate length of all tracks..... | 32.20 | | | |
| New road built during the year..... | 2.00 | | | |

RAILS AND TIES.

| | | |
|-------------------------------|-----------|--|
| Iron— | | |
| On road..... | 17 miles. | |
| Average weight per yard | 48 lbs. | |
| Steel— | | |
| On road..... | 9 miles. | |
| Average weight per yard..... | 56 lbs. | |
| Ties— | | |
| Average number per mile | 2,640 | |

BRIDGES.

| | | |
|---|---------|-----------|
| Number of wooden in Illinois, 3..... | length, | 630 feet. |
| Number of combination in Illinois, 1..... | length, | 200 feet. |
| Total | length, | 630 feet. |

BUILT DURING THE YEAR IN ILLINOIS.

| | | |
|------------------------------|---------|-----------|
| Number of combination 1..... | length, | 200 feet. |
| Total | length, | 200 feet. |

STATIONS.

| | |
|---------------------------|---|
| Number in Illinois | 7 |
| Total on whole line | 7 |

EQUIPMENT.

| Description. | Whole line. | Total. |
|--|-------------|--------|
| Locomotives— | | |
| Freight and passenger | 4 | |
| Switching | 2 | 6 |
| Passenger equipment— | | |
| Coaches, combination | 2 | 2 |
| Freight equipment— | | |
| Box cars | 4 | |
| Flat cars | 5 | |
| Coal cars, 5 ton 4 wheel | 175 | |
| Coal cars, 12 ton 4 wheel | 106 | |
| Other cars, 12 ton 8 wheel | 14 | 304 |
| Total number cars of all classes | | 306 |

Platform and coupler used, link and pin.

Brake used, wheel.

EMPLOYES.

NUMBER, CHARACTER OF SERVICE, AND ANNUAL SALARIES OF EMPLOYES.

| Average No. em- ployed. | Officers and Employés. | Average yearly salary. | Aggregate. yearly salary. |
|-------------------------------|--|------------------------------|---------------------------------|
| 1 | Master mechanic | | \$1,500 00 |
| 4 | Machinists | \$800 00 | 3,200 00 |
| 1 | Passenger conductor | | 900 00 |
| 1 | Freight conductor | | 550 00 |
| 1 | Passenger engineer | | 1,020 00 |
| 2 | Freight engineers | 840 00 | 1,680 00 |
| 3 | Firemen | 575 00 | 1,725 00 |
| 2 | Wipers | 400 00 | 800 00 |
| 2 | Brakemen | 600 00 | 1,200 00 |
| 3 | Station agents not telegraph operators | 600 00 | 1,800 00 |
| 4 | Carpenters | 600 00 | 2,400 00 |
| 4 | Section foremen | 540 00 | 2,160 00 |
| 16 | Sectionmen | 340 00 | 5,440 00 |
| 44 | Total | | \$24,375 00 |

All are employed in Illinois, and their aggregate annual salary is \$24,375 00.

TRAFFIC.

PASSENGERS AND FREIGHT CARRIED.

| | |
|--|------------|
| Total number passengers carried | No record. |
| Total tons freight carried | 112,795 |
| Proportion freight carried in Illinois | 100 % |

INCOME.

MONTHLY TRANSPORTATION EARNINGS—WHOLE LINE.

| Months. | From passenger department. | From freight department. | Total. |
|---------------------|----------------------------------|--------------------------------|-------------|
| 1885, July | \$741 93 | \$3,337 04 | \$4,078 97 |
| " August | 802 14 | 3,145 17 | 3,997 31 |
| " September | 598 99 | 3,065 18 | 3,664 17 |
| " October | 695 57 | 3,202 95 | 3,898 52 |
| " November | 620 58 | 2,984 31 | 3,604 89 |
| " December | 844 33 | 1,517 87 | 2,392 20 |
| 1886, January | 813 37 | 669 14 | 1,482 51 |
| " February | 662 91 | 761 38 | 1,424 32 |
| " March | 801 25 | 4,913 33 | 5,714 58 |
| " April | 731 66 | 5,436 71 | 6,168 37 |
| " May | 925 80 | 4,806 63 | 5,732 43 |
| " June | 690 86 | 3,145 39 | 3,836 25 |
| Total..... | \$8,929 42 | \$37,095 10 | \$46,024 52 |

TOTAL INCOME FROM ALL SOURCES.

| Sources. | Whole line. |
|-------------------------------------|-------------|
| From passenger department | \$8,929 42 |
| From freight department | 37,095 10 |
| Total income from all sources | \$46,024 52 |

DEDUCTIONS MADE FROM TRANSPORTATION EARNINGS.

| Average earnings. | Whole line. |
|--|-------------|
| Average passenger department earnings per mile | \$310 18 |
| Average freight department earnings per mile | 1,415 81 |
| Average gross transportation earnings per mile | 1,756 66 |
| Average net transportation earnings per mile | 393 30 |

OPERATING EXPENSES AND TAXES.

| Items of Operating Expenses. | Whole line. |
|--|-------------|
| Repairs of locomotives, cond'l transportation..... | \$4,618 97 |
| Fuel for locomotives, motive power..... | 13,295 28 |
| Water supply, maintenance way..... | 10,312 86 |
| Oil and waste, maintenance cars..... | 7,432 85 |
| Total operating expenses | \$35,719 96 |
| Taxes | 7,391 61 |
| Total operating expenses and taxes | \$43,111 57 |

Average operating expenses (less taxes) per mile, \$1,093.01.

Proportion of operating expenses (less taxes) to earnings, 77³/₁₀ per cent.

EXPENSES IN ADDITION TO OPERATING EXPENSES AND TAXES.

| Paid for— | Whole line. |
|---------------------------------|-------------|
| Additional equipment..... | \$1,395 00 |
| Total additional expenses | \$1,395 00 |

GENERAL EXHIBIT.

NET INCOME, DIVIDENDS, BALANCES.

| | |
|---|-------------|
| Total income | \$46,024 52 |
| Operating expenses less taxes | 35,719 96 |
| Excess of income over operating expenses..... | \$10,304 56 |
| Less taxes..... | 7,391 61 |
| Excess of income over operating expenses and taxes..... | \$2,912 95 |
| Balance for the year..... | \$2,912 95 |
| Balance (loss) last year..... | 11,448 07 |
| Balance (loss)..... | \$8,535 12 |
| Equipment..... | 1,375 00 |
| Balance (loss) carried forward to next year..... | \$9,930 12 |

CHARGES TO PROPERTY DURING THE YEAR.

| | |
|-----------------------------|------------|
| Construction and equipment— | |
| new box cars..... | \$1,395 00 |
| Total charges..... | \$1,395 00 |
| Net additions..... | \$1,395 00 |

LOCAL EXHIBIT OF ILLINOIS BUSINESS.

INCOME, EXPENSES, BALANCES, ETC.

| | |
|---|-------------|
| Total income..... | \$46,024 52 |
| From freights..... | 37,095 10 |
| From passengers..... | 8,929 42 |
| Number of tons of local freight carried..... | 112,795 |
| Total income..... | \$46,024 52 |
| Operating expenses, (less taxes)..... | 35,719 96 |
| Taxes..... | 7,391 61 |
| Excess of income over operating expenses and taxes..... | 2,912 95 |

ADDITIONAL INFORMATION.

This Company has a contract with the United States Government for the transportation of mails for which it receives \$1,085.40 per year.

The Adams Express Company does business on this road, paying tariff rates on first-class freight.

GRAND TRUNK JUNCTION RAILWAY.

ORGANIZATION AND CONSTRUCTION.

The Grand Trunk Junction Railway Company was organized April 7, 1880, and under its articles of incorporation and statutory powers has constructed a railway from a point of junction with the Chicago and Grand Trunk Railway to a point of junction with the Chicago and Western Indiana Railroad, in the county of Cook, which railway was opened August 29, 1881.

Under a lease agreement dated July 1, 1880, the Chicago and Grand Trunk Railway Company acquired running powers and terminal accommodations from the Chicago and Western Indiana Railroad Company, whereby their trains are run between Forty-ninth street and Polk street, in the city of Chicago, which lease agreement was transferred to the Grand Trunk Junction Railway Company December 22, 1880.

The Grand Trunk Junction Railway Company leased the said railway and property at the Chicago terminus to the Chicago and Grand Trunk Railway Company, at a rental based upon the capitalized outlay represented by mortgage bonds bearing interest at five per cent. per annum. In consideration of the railway connection, running powers and terminal accommodations so provided by the Grand Trunk Junction Company, the Chicago and Grand Trunk Railway Company maintains and undertakes to renew, as may be required, the said property, receiving all revenue derived from the said railway.

OFFICERS.

| | |
|---|-----------------|
| President, Joseph Hickson | Montreal, P. Q. |
| Vice-President, F. A. Howe | Chicago, Ill. |
| General Solicitor, E. W. Middaugh | Detroit, Mich. |
| Secretary, Chas. Percy | Montreal, P. Q. |
| Treasurer, Jas. H. Muir | Detroit, Mich. |
| General Manager, W. J. Spicer | Detroit, Mich. |

General office at Chicago, Ill.

DIRECTORS.

| | |
|----------------------|-----------------|
| Joseph Hickson | Montreal, P. Q. |
| F. A. Howe | Chicago, Ill. |
| E. W. Middaugh | Detroit, Mich. |
| W. J. Spicer | Detroit, Mich. |
| Jno. McCaffery | Chicago, Ill. |

CAPITAL STOCK.

| | |
|--|--------------|
| Amount of common stock | \$700,000 00 |
| Number of stockholders in Illinois | 2 |
| Number elsewhere | 3 |
| Amount of stock held in Illinois | \$4,000 00 |
| Number of shares held in Illinois | 10 |

FUNDED DEBT IN DETAIL.

| Name of Bond. | When issued. | When due. | Interest. | Amount of bonds. |
|---|--------------|--------------|----------------|------------------|
| | | | Rate per cent. | |
| First mortgage bonds | Feb. 9, 1881 | Jan. 1, 1901 | 5 | \$1,691,000 |
| Five per cent. mortgage bonds | Jan. 1, 1884 | Jan. 1, 1934 | 5 | 1,064,800 |
| Total | | | | \$2,755,800 |
| Average bonded debt per mile for 3.9-10 miles | | | | 707,384 |

TOTAL LIABILITIES.

COMMON STOCK AND FUNDED DEBT.

| Stocks and Bonds. | Total. |
|---------------------------------------|----------------|
| Common stock | \$500,000 00 |
| Bonded debt | 2,758,800 00 |
| Aggregate | \$3,258,800 00 |
| Average per mile, for 3.9 miles | 835,585 00 |

LENGTH OF TRACK.

| Main line. | Whole line miles. | Main line miles. | In Illinois, miles. | Main line in Illinois. |
|--|-------------------|------------------|---------------------|------------------------|
| From Elsdon to Chicago and Western Indiana Junction corner 49th and Wallace streets, Chicago | 3.90 | 3.90 | 3.90 | 3.90 |
| Sidings on branches | 9.10 | | | |
| Aggregate length of all tracks | 13.00 | | 13.00 | 13.00 |

RAILS AND TIES.

| | |
|-----------------------------------|---------------|
| Steel— | |
| On road | 3.9 miles. |
| Average weight per yard | 60 pounds |
| Re-laid during the year | 12-100 miles. |
| Ties— | |
| Average number per mile | 2,640 |
| Number laid during the year | 1,325 |

FENCING.

| | |
|------------------------------------|----------------------|
| Wire in Illinois, 7.80 miles | Cost per rod \$1.00. |
|------------------------------------|----------------------|

STATIONS.

| | |
|---------------------------|---|
| Number in Illinois | 3 |
| Total on whole line | 3 |

EQUIPMENT.

AVERAGE LIFE OF RAILS, TIES, ETC.

| Equipment and Superstructure. | Average life in years. |
|-------------------------------|------------------------|
| Rails— | |
| Iron | 8 |
| Steel | 16 |
| Joint Fastenings | 8 |
| Frogs | 6 |
| Ties— | |
| Oak | 8 |
| Pine | 5 |
| Bridges— | |
| Wooden | 12 |
| Telegraph Poles— | |
| Cedar | 10 |
| Fence Posts | 9 |

INCOME.

INCOME FROM OTHER SOURCES.

| Sources. | Whole line. |
|----------------------------------|---------------------|
| From rents for use of road | \$137,940 00 |
| Total | <u>\$137,940 00</u> |

TOTAL INCOME FROM ALL SOURCES.

| Sources. | Whole line. |
|-------------------------------------|---------------------|
| From all sources | \$137,940 00 |
| Total income from all sources | <u>\$137,940 00</u> |

GENERAL BALANCE SHEET

| Assets. | | Liabilities. | |
|---------------------------------------|-----------------------|-----------------------------------|-----------------------|
| Construction account | \$3,068,082 99 | Capital stock | \$500,000 00 |
| <i>Other investments, as follows:</i> | | Funded debt | 2,758,800 00 |
| Securities in hand | 766 67 | <i>Unfunded debt, as follows:</i> | |
| Balance due on sale of bonds | 192,957 07 | Interest unpaid | 68,970 00 |
| <i>Cash items, as follows:</i> | | Vouchers and accounts | 5,915 81 |
| Cash | 746 48 | | |
| Due from agents and companies | 11,432 90 | | |
| <i>Cash assets, as follows:</i> | | | |
| Debit balance | 60 000 00 | | |
| Total assets | <u>\$3,333,685 81</u> | Total liabilities | <u>\$3,333,685 81</u> |

TOTAL LIABILITIES.

COMMON STOCK AND FUNDED DEBT.

| Stocks and Bonds. | Total. |
|---------------------------------------|-----------------------|
| Common stock | \$500,000 00 |
| Bonded debt | 2,758,800 00 |
| Aggregate | <u>\$3,258,800 00</u> |
| Average per mile, for 3.9 miles | <u>835,585 00</u> |

HAVANA, RANTOUL AND EASTERN RAILROAD.

ORGANIZATION AND CONSTRUCTION.

The Havana, Rantoul and Eastern Railroad Company was organized January 11, 1873; consolidated with the Mississippi and Atlantic Railway Company October 29, 1878, and consolidated with the Leroy Narrow Gauge Railway Company November 26, 1878; opened for business from West Lebanon, Indiana, to Leroy, Illinois, 75.67 miles February 1, 1879. Cost of construction \$563,956.91.

OFFICERS.

| | |
|---|-------------------|
| President, A. L. Hopkins..... | New York, N. Y. |
| Receiver, H. L. Shepherd..... | Rantoul, Ill. |
| General Solicitor, Bluford Wilson..... | Springfield, Ill. |
| Treasurer, Horace Baker..... | Rantoul, Ill. |
| Auditor, Chas. O. Shepherd..... | Rantoul, Ill. |
| General Freight Agent, Chas. O. Shepherd..... | Rantoul, Ill. |
| Superintendent of Telegraph, Chas. O. Shepherd..... | Rantoul, Ill. |
| Master Mechanic, Jno. T. Jones..... | Rantoul, Ill. |
| General Roadmaster, Isaac Avery..... | Rantoul, Ill. |

CAPITAL STOCK.

Amount of common stock—2,214 shares held in New York, do not know where the balance is held.

FUNDED DEBT IN DETAIL.

Amount of first mortgage bonds \$300,000 00. Interest at 7 per cent. payable June and December.

UNFUNDED DEBT IN DETAIL.

| On what account. | Amount. |
|----------------------|------------|
| Interest unpaid..... | \$5,250 00 |
| Taxes unpaid..... | 3,700 00 |
| Total..... | \$8,950 00 |

TOTAL LIABILITIES.

COMMON STOCK AND FUNDED DEBT.

| Stocks and Bonds. | Total. |
|--|--------------|
| Common stock..... | \$228,100 00 |
| Bonded debt..... | 300,000 00 |
| Floating debt, Receiver's account (see general balance sheet)..... | |
| Aggregate..... | \$528,100 00 |

LENGTH OF TRACK.

| Main line. | Whole line, miles. | Main line & branches, miles. | In Illinois, miles. | Main line & branches, in Illinois. |
|---|-----------------------|------------------------------------|------------------------|--|
| From West Lebanon, Ind., to Leroy, Ill. | 76 | 76 | 68 | 68 |
| Sidings on main line..... | 5 $\frac{1}{4}$ | ..... | 4 $\frac{1}{2}$ | ..... |
| Aggregate length of all tracks | 81 $\frac{1}{4}$ | ..... | 72 $\frac{1}{2}$ | ..... |

RAIL AND TIES.

| | |
|------------------------------|--------------------------|
| Iron— | |
| On road..... | 73 miles. |
| Average weight per yard..... | 32 $\frac{1}{2}$ pounds. |
| Steel— | |
| On road..... | 3 miles. |
| Average weight per yard..... | 30 pounds |
| Laid during the year..... | 3 miles |
| Ties— | |
| Average number per mile..... | 2,640 |

BRIDGES.

| | | |
|-----------------------------------|---------|--------------------|
| Number of piling in Illinois..... | 90..... | length, 5,088 feet |
|-----------------------------------|---------|--------------------|

FENCING.

| | |
|-----------------------------------|-----------|
| Post and board on whole line..... | 75 miles. |
| Post and board in Illinois..... | 67 miles. |

EQUIPMENT.

| Description. | Whole line. |
|--|-------------|
| Passenger Equipment— | |
| Coaches..... | 2 |
| Baggage cars..... | 2 |
| Freight equipment— | |
| Box cars..... | 51 |
| Caboose..... | 4 |
| Flat cars..... | 48 |
| Other cars—leased, 15 stock and 125 box..... | 140 |
| Total number cars of all classes..... | 247 |

AVERAGE LIFE OF TIES, BRIDGES, ETC.

| Superstructure | Average life in years |
|----------------|--------------------------|
| Ties— | |
| Pine..... | 7 |
| Bridges— | |
| Piling..... | 7 |

EMPLOYEES.

NUMBER, CHARACTER OF SERVICE, AND ANNUAL SALARIES OF EMPLOYEES.

| Average No. em- ployed. | Officers and Employees. | Average yearly salary. | Aggregate yearly salary. |
|-------------------------------|--|------------------------------|--------------------------------|
| 3 | General officers..... | \$2,173 44 | \$6,520 32 |
| 1 | Master mechanic..... | 1,200 00 | 1,200 00 |
| 1 | Road master..... | 1,200 00 | 1,200 00 |
| 1 | Clerk..... | 720 00 | 720 00 |
| 2 | Machinists..... | 702 00 | 1,404 00 |
| 1 | Passenger conductor..... | 900 00 | 900 00 |
| 2 | Freight conductors..... | 740 00 | 1,480 00 |
| 1 | Passenger engineer..... | 1,080 00 | 1,080 00 |
| 3 | Freight engineers..... | 1,080 00 | 3,240 00 |
| 4 | Firemen..... | 540 00 | 2,160 00 |
| 3 | Wipers and watchmen..... | 439 80 | 1,319 40 |
| 5 | Brakemen..... | 492 00 | 2,460 00 |
| 5 | Station agents not telegraph operators..... | 156 00 | 780 00 |
| 12 | Station agents also telegraph operators..... | 457 50 | 5,490 00 |
| 4 | Carpenters..... | 780 00 | 3,120 00 |
| 10 | Section foremen..... | 480 00 | 4,800 00 |
| 30 | Sectionmen..... | 343 20 | 10,396 00 |
| 16 | Laborers employed by the hour on transfer..... | 450 00 | 7,200 00 |
| 3 | Pumpers..... | 400 00 | 1,200 00 |
| 2 | Other employes, car repairers..... | 480 00 | 960 00 |
| 109 | Total..... | | \$57,989 72 |

Of these employes, 105 are employed in Illinois, and their aggregate annual salary is \$56,849 72.

TRAFFIC.

PASSENGERS AND FREIGHT CARRIED.

| | Whole line, Tons. | In Illinois, Tons. |
|---|----------------------|-----------------------|
| Local passengers..... | 34,154 | 31,639 |
| Total passengers carried..... | 34,154 | 31,639 |
| Average cost per passenger per mile..... | 028 | |
| Local freight, in tons..... | 622,687 | 581,879 |
| Total tons freight carried..... | 622,687 | 581,879 |
| Average tons of freight carried one mile..... | 1,744,221 | |
| Average receipt per ton freight per mile..... | 068 | |

FREIGHT CLASSIFIED.

| | Whole line, Tons. | In Illinois, Tons. |
|--|----------------------|-----------------------|
| Corn..... | 29,781 4 | 27,905 2 |
| Wheat..... | 448 6 | 448 6 |
| Rye..... | 131 2 | 131 2 |
| Oats..... | 8,542 3 | 8,004 2 |
| Flour..... | 615 4 | 530 4 |
| Salt..... | 370 4 | 333 7 |
| Agricultural implements..... | 55 9 | 54 7 |
| Wagons and other manufactured articles..... | 98 3 | 92 5 |
| Lumber..... | 2,490 3 | 2,241 3 |
| Cattle..... | 2,496 9 | 2,372 4 |
| Hogs and sheep..... | 2,396 2 | 2,300 4 |
| Stone, brick, sand, lime, clay, cement and shingles..... | 2,700 0 | 2,511 0 |
| Coal..... | 7,954 4 | 7,476 9 |
| Merchandise..... | 1,720 2 | 1,634 2 |
| Other articles..... | 259 9 | 244 4 |
| | 2,278 7 | 2,060 9 |
| | 439 5 | 439 5 |
| Total tons..... | 62,268 7 | 58,487 9 |

MILEAGE.

TRAIN MILEAGE.

| Trains. | Whole line. | In Illinois. |
|--------------------------|-------------|--------------|
| Passenger..... | 97,424 | 39,936 |
| Freight..... | 59,710 | 52,690 |
| Excursion..... | 963 | 963 |
| Construction..... | 11,925 | 11,925 |
| Total train mileage..... | 120,022 | 104,914 |

INCOME.

MONTHLY TRANSPORTATION EARNINGS—WHOLE LINE

| Months. | From pas- senger department | From freight department. | Total. |
|--------------------|-----------------------------------|--------------------------------|-------------|
| 1885, July..... | \$960 63 | \$2,978 28 | \$3,938 91 |
| “ August..... | 1,149 32 | 7,282 32 | 8,431 54 |
| “ September..... | 1,349 18 | 9,386 25 | 10,735 43 |
| “ October..... | 1,464 57 | 5,117 11 | 6,581 68 |
| “ November..... | 1,283 95 | 4,672 76 | 5,956 71 |
| “ December..... | 1,449 16 | 6,782 49 | 8,231 65 |
| 1886, January..... | 1,234 00 | 7,376 12 | 8,610 12 |
| “ February..... | 1,263 11 | 6,758 58 | 8,021 69 |
| “ March..... | 1,495 88 | 5,028 68 | 6,524 56 |
| “ April..... | 1,161 23 | 3,246 66 | 4,407 89 |
| “ May..... | 1,130 14 | 4,517 78 | 5,647 92 |
| “ June..... | 1,045 20 | 2,885 07 | 3,930 27 |
| Total..... | \$14,986 37 | \$66,032 00 | \$81,018 37 |

OPERATING EXPENSES AND TAXES.

| Items of Operating Expenses. | Whole line. |
|---|-------------|
| Salaries general officers and clerks..... | \$7,930 97 |
| Law expenses..... | 551 35 |
| Insurance..... | 323 61 |
| Stationery and printing..... | 1,422 04 |
| Out-side agencies and advertising..... | 58 26 |
| Contingencies..... | 11 09 |
| Repairs or renewals—bridges (including culverts and cattle-guards)..... | 6,018 22 |
| Repairs or renewals—buildings..... | 651 08 |
| Repairs or renewals—fences, road-crossings or signs..... | 8 84 |
| Renewals of rails and ties, repairs of roadway and track..... | 18,868 65 |
| Repairs of locomotives..... | 3,985 26 |
| Fuel for locomotives..... | 3,994 98 |
| Water supply..... | 1,390 67 |
| Oil and waste..... | 810 67 |
| Locomotive service..... | 8,323 47 |
| Repairs of passenger cars..... | 422 41 |
| Passenger train service..... | 1,270 80 |
| Passenger train supplies..... | 58 01 |
| Mileage of passenger cars (debit balance)..... | 1,258 42 |
| Repairs of freight cars..... | 3,634 93 |
| Freight train service..... | 5,679 76 |
| Freight train supplies..... | 47 79 |
| Mileage of freight cars (debit balance)..... | 1,981 47 |
| Telegraph expenses (maintenance and operating)..... | 75 55 |
| Damage and loss of freight and baggage..... | 207 83 |
| Damage to property and cattle..... | 293 78 |
| Personal injury..... | 42 00 |
| Agents and station service..... | 11,463 88 |
| Station supplies..... | 528 66 |
| Total operating expenses..... | \$81,334 15 |

EXPENSES IN ADDITION TO OPERATING EXPENSES AND TAXES.

| Paid for— | Whole line. |
|--|--------------------|
| Additional equipments | \$14,808 49 |
| Additional buildings | 535 36 |
| Additional side tracks | 390 21 |
| Steel rails, new | 1,999 46 |
| Right of way | 923 62 |
| Total additional expenses | \$18,657 14 |

GENERAL EXHIBIT.

NET INCOME, DIVIDENDS, BALANCES.

| | |
|--|-------------|
| Total income | \$81,018 37 |
| Operating expenses, less taxes | 81,334 15 |
| Excess of income over operating expenses (deficit) | \$315 78 |
| Excess of income over operating expenses and taxes (deficit) | 315 78 |
| Balance for the year, deficit | \$315 78 |
| Balance (profit) last year | 1,893 14 |
| Balance (profit) surplus | \$1,577 36 |
| Balance (profit) carried forward to next year | 1,577 36 |

GENERAL BALANCE SHEET.

| Assets. | | Liabilities. | |
|---------------------------------------|--------------------|-----------------------------------|--------------------|
| Equipment account | \$11,941 22 | <i>Unfunded debt, as follows:</i> | |
| <i>Other investments, as follows:</i> | | Notes payable | \$20,000 00 |
| Steel rail | 1,999 46 | Vouchers and accounts | 12,832 70 |
| New work | 1,014 59 | Other liabilities: | |
| Real estate | 303 00 | Material taken up | \$17 55 |
| Right of way | 620 62 | | |
| <i>Cash items, as follows:</i> | | | |
| Cash | 11,104 68 | | |
| Due from agents and companies | 2,518 97 | | |
| <i>Cash assets, as follows:</i> | | | |
| Materials and supplies | 2,425 07 | | |
| Total assets | \$35,227 61 | Total liabilities .. | \$35,227 61 |

ADDITIONAL INFORMATION.

This road has a contract with the United States Government, for the transportation of mails, receiving \$3,211.68 per annum.

The Pacific Express Company does business on this road, paying \$100 per month.

Freight rates at pooling points are same as at non-pooling points.

The cost per ton per mile for through freight on this road is fixed according to Illinois Railroad and Warehouse Commissioners' tariff.

All our freight is local.

This Company has one machine shop in Illinois, located at Rantoul; investment \$700 and employing six men.

STATEMENT OF ACCIDENTS.

One employe was injured upon this road during the past year.

ILLINOIS CENTRAL RAILROAD.

ORGANIZATION AND CONSTRUCTION.

Illinois Central Railroad—

- Original charter, Feb. 10, 1851.
- Amendment to charter February 17, 1851.
- Amendment to charter June 22, 1852.
- Amendment to charter June 23, 1852.
- Amendment to charter February 12, 1853.
- Amendment to charter February 28, 1854.
- Amendment to charter February 14, 1855.

Chicago and Springfield R. R.—Organized July 2, 1877.

- Kankakee and Southwestern R. R.—Organized May 31, 1878.
- Kankakee and Western R. R.—Organized April 26, 1879.
- Clinton, Bloomington and Northwestern R. R.—Organized August 26, 1878.

Consolidated
Sept. 20, 1880.

Dubuque and Sioux City R. R.—

- Leased by Ill. Cent. R. R. Co., 142.89 miles, October 1, 1867.

Iowa Falls and Sioux City R. R.—

- Leased by Ill. Cent. R. R. Co., 48.89 miles, August 16, 1869.
- 134.80 miles, October 10, 1870.
- 14 miles, October 1, 1867.
- 28 miles, October 15, 1868.
- 25.10 miles, December 1, 1869.
- 8.48 miles, March 17, 1870.

Illinois Central Railroad put in operation—

- Chicago to Kensington, 14 miles, May 24, 1852.
- Bloomington to Tonica, 50 miles, May 16, 1853.
- Kensington to Kankakee, 42 miles, July 11, 1853.
- Tonica to Mendota, 25 miles, November 14, 1853.
- Freeport to Nora, 20.75 miles, January 9, 1854.
- Clinton to Bloomington, 22 miles, March 14, 1854.
- Kankakee to Ludlow, 52 miles, May 13, 1854.
- Ludlow to Champaign, 21 miles, July 24, 1854.
- Nora to Apple River, 10 miles, September 11, 1854.
- Decatur to Clinton, 21.50 miles, October 18, 1854.
- Apple River to Council Hill, 13 miles, October 28, 1854.
- Cairo to Sandoval, 118.50 miles, November 22, 1854.
- Mendota to Amboy, 16 miles, November 27, 1854.
- Sandoval to Decatur, 86.25 miles, January 8, 1855.
- Amboy to Freeport, 47.50 miles, January 15, 1855.
- Council Hill to E. Dubuque, 25.22 miles, June 11, 1855.
- Champaign to Mattoon, 43.50 miles, June 25, 1855.
- Mattoon to M. L. Junction, 77.29 miles, September 27, 1856.

Chicago and Springfield R. R.—

- Gilman to Springfield, 111.47 miles, built as Gilman, Clinton and Springfield Railroad, in 1871.

Kankakee and Southwestern R. R.—

- Otto Junction to Chatsworth, in 1878.
- Chatsworth to Colfax, in 1879.
- Kempton Junction to Pontiac, in 1879.
- Pontiac to Kankakee Junction, in 1880.
- Buckingham to Tracy, in 1882.
- Colfax to Normal Junction, in 1882-1883.

Chicago, St. Louis and New Orleans R. R.—

Leased by Illinois Central R. R. Company July 1, 1882.

Formed by consolidation of New Orleans, Jackson and Great Northern R. R. Company.

The New Orleans, Jackson and Great Northern Railroad Company was incorporated in Mississippi March 11, 1852, and in Louisiana April 22, 1853.

The Mississippi Central Railroad Company was incorporated in Mississippi March 10, 1852, in Tennessee November 30, 1853, and in Kentucky March 18, 1852.

South Chicago Railway, organized December 7, 1882—67th street to South Chicago, 4.76 miles, put in operation 1883.

Mound City Railway, organized December 7, 1882—Mound Junction to Mound City, 2.87 miles.

OFFICERS.

| | |
|---|-------------------|
| President, James C. Clarke | Chicago, Ill. |
| Vice-President and Treasurer, Stuyvesant Fish | New York, N. Y. |
| General Solicitor, B. F. Ayer | Chicago, Ill. |
| Secretary, Wm. J. Mauriac | New York, N. Y. |
| General Auditor, J. C. Welling | Chicago, Ill. |
| General Manager, E. T. Jeffery | Chicago, Ill. |
| General Superintendent, C. A. Beck | Chicago, Ill. |
| Superintendent of Illinois and Iowa Lines, T. J. Hudson | Chicago, Ill. |
| Division Superintendents— | |
| A. W. Sullivan | Cairo, Ill. |
| J. C. Jacobs | Amboy, Ill. |
| W. Wilkinson | Springfield, Ill. |
| H. L. Frisbie | Pontiac, Ill. |
| General Freight Agent, Horace Tucker | Chicago, Ill. |
| General Passenger Agent, A. H. Hanson | Chicago, Ill. |
| Purchasing Agent, O. Ott | Chicago, Ill. |
| Superintendent of Telegraph, C. S. Jones | Chicago, Ill. |
| General Baggage Agent, H. A. Winter | Chicago, Ill. |
| Superintendent of Machinery, Henry Schlaacks | Chicago, Ill. |

General office at 78 Michigan Avenue, Chicago, Ill.

DIRECTORS.

His Excellency, Richard J. Oglesby, Governor of Illinois, Ex-officio

| | |
|--------------------------|-----------------|
| James C. Clarke | Chicago, Ill. |
| B. F. Ayer | Chicago, Ill. |
| Walther Lutigen | New York, N. Y. |
| John Elliott | New York, N. Y. |
| Oliver Harriman | New York, N. Y. |
| Levi P. Morton | New York, N. Y. |
| Stuyvesant Fish | New York, N. Y. |
| Edward H. Harriman | New York, N. Y. |
| William Waldorf Astor | New York, N. Y. |
| Sidney Webster | New York, N. Y. |
| Robert Goellet | New York, N. Y. |
| S. Van Rensselaer Cruger | New York, N. Y. |

Date of annual election, second Wednesday in March.

CAPITAL STOCK.

| | |
|--|-----------------|
| Amount of stock Illinois Central R. R. | \$20,000,000.00 |
| Amount of stock Chicago, St. Louis and N. O. R. R. | 10,000,000.00 |
| Number of stockholders in Illinois | 60 |
| Number elsewhere | 2,736 |
| Amount of stock held in Illinois | \$670,700.00 |
| Number of shares held in Illinois | 6,707 |

FUNDED DEBT.

| Name of bond. | When due. | Rate per cent. | Interest. | | Amount of bonds. |
|---------------------------------------|----------------|----------------|---------------|---------------|------------------|
| | | | When payable. | | |
| Sterling 6s | Apr. | 1,1895 | 6 | Apr. and Oct. | \$2,500,000 00 |
| " sinking fund 5s | | 1,1903 | 5 | " | 3,950,000 00 |
| " 5s | Dec. | 1,1905 | 5 | June and Dec. | 1,000,000 00 |
| 1st mortgage gold bonds | Jan. | 1,1951 | 4 | Jan. and July | 1,500,000 00 |
| " | " | " | 3½ | " | 2,496,000 00 |
| Springfield Division | " | 1898 | 6 | " | 1,600,000 00 |
| Middle Division registered | Feb. | 1,1921 | 5 | Feb. and Aug. | 968,000 00 |
| Called bonds | Past due | | | | 4,000 00 |
| Mississippi Central 2d mortgage | Aug. | 1,1881 | 8 | Feb. and Aug. | 100 00 |
| " " 1st | Nov. | 1,1884 | 7 | May and Nov. | 2,000 00 |
| " " 2d | Feb. | 1,1886 | 8 | Feb. and Aug. | 1,900 00 |
| N. O. J. Gt. N. 1st mortgage | July | 1,1886 | 8 | Jan. and July | 2,656,000 00 |
| " " 2d | Oct. | 1,1890 | 8 | Apr. and Oct. | 1,483,000 00 |
| C., St. L. & N. O. 1st mortgage | Nov. | 1,1897 | 7 | May and Nov. | 1,338,000 00 |
| " " 2d | Dec. | 1,1907 | 6 | June and Dec. | 80,000 00 |
| " " gold | June | 15,1895 | 5 | " | 12,379,000 00 |
| Total | | | | | \$32,018,000 00 |

Average bonded debt per mile for 1,664.19 miles, \$19,239.39.

UNFUNDED DEBT IN DETAIL.

| On what account. | Amount. |
|--|--------------|
| Interest unpaid, not called for | \$143,572 00 |
| Dividends unpaid, not called for | 51,457 16 |
| Total | \$195,029 16 |

TOTAL LIABILITIES.

STOCK AND FUNDED DEBT.

| Stocks and Bonds. | Total. |
|---|-----------------|
| Stock Illinois Central R. R. Co. | \$29,000,000 00 |
| Stock Chicago, St. Louis & N. O. R. R. Co. | 10,000,000 00 |
| Bonded debt Chicago, St. Louis & N. O. R. R. Co. | 32,018,000 00 |
| Aggregate | \$71,018,000 00 |
| Average per mile, for 1,664.19 miles | \$42,674 21 |

LENGTH OF TRACK.

| Main Line. | Whole line Miles. | In Illinois, Miles. |
|--|----------------------|------------------------|
| Chicago to Cairo | | |
| From East Dubuque to Centralia Junction..... | 705.50 | 705.50 |
| BRANCHES. | | |
| <i>South Chicago Branch.</i> | | |
| From Sixty-seventh street to South Chicago | 4.76 | 4.76 |
| <i>Springfield Division.</i> | | |
| From Gilman to Springfield | 111.47 | 111.47 |
| <i>Middle Division.</i> | | |
| From Otto to Normal | 79.46 | |
| " Kempston Junction to Kankakee..... | 41.80 | |
| " Buckingham to Tracy | 10.00 | |
| | 131.26 | 131.26 |
| <i>Southern Division.</i> | | |
| From East Cairo to New Orleans..... | 547.30 | |
| " Lexington, Miss., to Aberdeen, Miss..... | 118.66 | |
| " Jackson, Miss., to Yazoo City..... | 45.24 | |
| | 711.20 | |
| <i>Leased Lines in Iowa.</i> | | |
| From Dubuque to Iowa Falls..... | 142.89 | |
| " Iowa Falls to Sioux City..... | 183.69 | |
| " Cedar Falls Junction to Minnesota State line..... | 75.58 | |
| | 402.16 | |
| Total length of branches | 1,360.85 | 247.49 |
| *Main line and branches..... | 2,066.35 | 952.99 |
| Additional track on main line | 68.31 | 68.31 |
| Double track on branches | 1.76 | 1.76 |
| Sidings on main line | | 166.92 |
| Sidings on branches | 332.76 | 26.98 |
| †Aggregate length of all tracks..... | 2,472.18 | 1,219.96 |

Proportion of road in Illinois, 46 per cent.

* Including branch, Mounds Junction to Mounds City (M. C. R'y Horse Power), 2.87 miles. Total is 2,069.22.

† Including branch, Mounds Junction to Mounds City (M. C. R'y Horse Power), 2.87 miles. Total is 2,475.05.

RAILS AND TIES.

| | | |
|-----------------------------------|--|---------------|
| Iron— | | |
| On road | | 151.28 miles. |
| Average weight per yard..... | | 56 to 60 lbs. |
| Steel— | | |
| On road | | 881.99 miles |
| Average weight per yard | | 60 to 67 lbs. |
| Relaid during the year | | 16.98 miles |
| Ties— | | |
| Average number per mile..... | | 2,843 |
| Number laid during the year | | 251,903 |

BRIDGES.

| | | | |
|---|-----|--------------|-------------|
| Number of wooden in Illinois | 7 | Length | 843 feet |
| Number of iron in Illinois..... | 72 | Length | 11,263 feet |
| Piling | 306 | Length | 17,509 feet |
| Number of combination in Illinois | 1 | Length | 164 feet |
| Trestling..... | 391 | Length | 19,533 feet |
| Total..... | 777 | | 32,482 feet |

BUILT DURING THE YEAR IN ILLINOIS.

| | | | |
|-------------------------|----|-------------|-------------|
| Number of iron..... | 8 | Length..... | 712 feet. |
| Piling..... | 22 | Length..... | 975 feet. |
| Number of trestles..... | 41 | Length..... | 1,120 feet. |
| Total..... | 71 | | 2,807 feet. |

STATIONS.

| | |
|-----------------------------|-----|
| Number in Illinois..... | 187 |
| Number out of Illinois..... | 156 |
| Total on whole line..... | 343 |

EQUIPMENT.

| Description. | Whole line. | Total. |
|---------------------------------------|-------------|--------|
| Locomotives— | | |
| Passenger..... | 114 | |
| Freight..... | 182 | |
| Switching..... | 50 | 346 |
| Passenger equipment— | | |
| Coaches..... | 225 | |
| Officers' cars..... | 7 | |
| Express, baggage and mail cars..... | 84 | 316 |
| Freight equipment— | | |
| Box cars..... | 5,237 | |
| Stock cars..... | 730 | |
| Caboose..... | 173 | |
| Flat cars..... | 996 | |
| Coal cars..... | 1,976 | |
| Other cars..... | 36 | 9,148 |
| Total number cars of all classes..... | | 9,464 |

EMPLOYES.

NUMBER, CHARACTER OF SERVICE, AND ANNUAL SALARIES OF EMPLOYES.

| Average No. employed. | Officers and Employees. | Average yearly salary. | Aggregate yearly salary. |
|-----------------------|--|------------------------|--------------------------|
| 17 | General officers..... | \$5,323 53 | \$90,500 00 |
| 8 | Division superintendents..... | 2,587 49 | 20,299 92 |
| 4 | Assistant division superintendents..... | 1,841 59 | 7,366 37 |
| 6 | Master mechanics..... | 2,038 32 | 12,232 92 |
| 7 | Road masters..... | 1,663 08 | 11,641 57 |
| 531 | Clerks..... | 699 07 | 371,205 83 |
| 1,850 | Machinists and shopmen..... | 516 16 | 954,900 32 |
| 74 | Passenger conductors..... | 986 33 | 73,008 40 |
| 157 | Freight conductors..... | 903 82 | 141,900 96 |
| 349 | Passenger and freight engineers..... | 1,111 01 | 388,213 52 |
| 378 | Firemen..... | 561 13 | 212,106 86 |
| 82 | Wipers..... | 360 40 | 29,553 10 |
| 127 | Baggagemen..... | 512 91 | 68,953 10 |
| 412 | Brakemen..... | 559 92 | 230,687 95 |
| 137 | Station agents not telegraph operators..... | 721 69 | 98,871 05 |
| 214 | Station agents also telegraph operators..... | 551 06 | 117,926 97 |
| 180 | Telegraph operators not station agents..... | 435 87 | 96,456 71 |
| 116 | Carpenters and bridgemen..... | 796 65 | 92,411 27 |
| 333 | Section foremen..... | 555 57 | 195,116 81 |
| 1,924 | Sectionmen..... | 356 79 | 686,458 94 |
| 572 | Laborers..... | 463 35 | 265,031 68 |
| 349 | Switchmen and watchmen..... | 583 68 | 203,703 50 |
| 45 | Bridge tenders and pumpers..... | 377 29 | 35,461 87 |
| 284 | Other employees..... | 1,129 91 | 320,894 39 |
| 8,226 | Total..... | | \$4,735,910 04 |

Of these employes, 4,323 are employed in Illinois, and their aggregate annual salary is \$2,740,695.14.

TRAFFIC.

PASSENGERS AND FREIGHT CARRIED.

| | Whole line. | In Illinois. |
|---|-------------|--------------|
| Suburban..... | 3,699,689 | |
| Through passengers..... | 164,735 | |
| Local passengers..... | 885,923 | |
| Total passengers carried..... | 4,749,747 | |
| Number of passengers carried one mile..... | 49,791,664 | |
| Average number of miles traveled by each passenger..... | 38.74 | |
| Average receipts per passenger per mile..... | 2.56 cts. | |
| Through freight, in tons..... | 835,164 | 649,491 |
| Local freight, in tons..... | 2,798,714 | 1,934,035 |
| Total tons freight carried..... | 3,633,878 | 2,583,526 |
| Average tons of freight carried one mile..... | | 325,608,170 |
| Average receipt per ton freight per mile..... | | 1.16 cts. |
| Proportion freight carried in Illinois..... | | 70 % |

FREIGHT CLASSIFIED.

| | Whole line. Tons. | In Illinois. Tons. |
|---|----------------------|-----------------------|
| Corn..... | 219,195 | 181,547 |
| Wheat..... | 67,506 | 42,201 |
| Rye..... | 9,047 | 7,705 |
| Oats and barley..... | 189,972 | 143,680 |
| Flour..... | 100,470 | 68,202 |
| Provisions..... | 19,218 | 13,785 |
| Salt..... | 38,300 | 30,170 |
| Agricultural implements..... | 12,120 | 11,260 |
| Wagons and other manufactured articles..... | 20,705 | 13,405 |
| Lumber..... | 289,313 | 129,818 |
| Horses and mules..... | 11,078 | 6,560 |
| Cattle..... | 79,451 | 46,513 |
| Hogs and sheep..... | 104,222 | 56,241 |
| Iron, lead, and other mineral products..... | 51,850 | 18,293 |
| Lime..... | 8,589 | 4,388 |
| Coal..... | 818,827 | 339,805 |
| Merchandise..... | 214,101 | 177,732 |
| Other articles..... | 1,399,911 | 861,921 |
| Total tons..... | 3,633,878 | 2,583,526 |

MILEAGE.

TRAIN MILEAGE.

| Trains. | Whole line. | In Illinois. |
|--|-------------|--------------|
| Passenger..... | 3,385,878 | 1,944,430 |
| Freight..... | 5,369,254 | 2,796,218 |
| Construction..... | 435,042 | 165,721 |
| Switching: Passenger trains 582,992 miles; Freight trains 1,483,245 miles..... | 1,766,637 | 1,179,429 |
| Total train mileage..... | 10,966,811 | 5,965,801 |

CAR MILEAGE

| Cars. | Whole line | In Illinois |
|----------------------------------|-------------|-------------|
| Passenger, mail and baggage..... | 13,353,744 | 7,289,493 |
| Freight..... | 113,591,202 | 60,419,609 |
| Total car mileage..... | 126,944,946 | 67,709,102 |
| Empty freight car mileage..... | 30,015,873 | 16,062,685 |

INCOME.

MONTHLY TRANSPORTATION EARNINGS—WHOLE LINE.

| Months. | From pas- senger department. | From freight department. | Total. |
|--------------------|------------------------------------|--------------------------------|-----------------|
| 1885, July..... | \$209,571 10 | \$520,614 01 | \$790,185 11 |
| “ August..... | 272,519 14 | 622,223 31 | 894,742 45 |
| “ September..... | 282,318 88 | 740,589 47 | 1,022,908 35 |
| “ October..... | 292,016 33 | 911,489 68 | 1,203,506 01 |
| “ November..... | 252,372 83 | 887,853 23 | 1,140,226 06 |
| “ December..... | 289,107 31 | 908,649 16 | 1,197,756 47 |
| 1886, January..... | 237,567 47 | 566,407 55 | 803,975 02 |
| “ February..... | 224,599 78 | 685,501 20 | 910,100 98 |
| “ March..... | 263,124 26 | 642,021 07 | 905,145 33 |
| “ April..... | 242,016 68 | 516,795 66 | 758,812 34 |
| “ May..... | 235,022 00 | 599,397 55 | 834,419 55 |
| “ June..... | 268,723 39 | 587,678 04 | 856,401 43 |
| Total..... | \$3,128,959 17 | \$8,189,219 93 | \$11,318,179 10 |

IN ILLINOIS.

| Months. | From pas- senger department. | From freight department. | Total. |
|--------------------|------------------------------------|--------------------------------|----------------|
| 1885, July..... | \$150,225 03 | \$278,121 40 | \$428,346 43 |
| “ August..... | 156,156 69 | 357,448 98 | 513,605 67 |
| “ September..... | 160,411 78 | 380,847 55 | 541,259 33 |
| “ October..... | 163,580 13 | 399,830 80 | 563,410 93 |
| “ November..... | 131,990 90 | 360,483 85 | 492,474 75 |
| “ December..... | 143,927 31 | 346,240 14 | 490,167 45 |
| 1886, January..... | 126,897 56 | 269,015 68 | 395,913 24 |
| “ February..... | 117,028 30 | 311,777 76 | 428,806 06 |
| “ March..... | 136,605 47 | 290,712 51 | 427,317 98 |
| “ April..... | 130,471 72 | 248,400 80 | 378,872 52 |
| “ May..... | 131,015 75 | 301,162 39 | 432,178 14 |
| “ June..... | 157,279 13 | 395,317 02 | 462,626 15 |
| Total..... | \$1,705,589 77 | \$3,849,388 88 | \$5,554,978 65 |

INCOME FROM OTHER SOURCES.

| Sources. | Whole line. | In Illinois. |
|--------------------------------------|--------------|--------------|
| From rents for use of road, etc..... | \$189,012 13 | \$155,709 36 |
| Rent of property and docks..... | 94,243 29 | 90,228 49 |
| Miscellaneous..... | 639,989 58 | 608,911 99 |
| Total..... | \$914,245 00 | \$854,849 84 |

TOTAL INCOME FROM ALL SOURCES.

| Sources. | Whole line. | In Illinois. |
|-------------------------------------|-----------------|----------------|
| From passenger department..... | \$3,128,959 17 | \$1,705,589 77 |
| From freight department..... | 8,189,219 93 | 3,849,388 88 |
| From other sources..... | 914,245 00 | 854,849 84 |
| Total income from all sources | \$12,232,424 10 | \$6,499,828 49 |

DEDUCTIONS MADE FROM TRANSPORTATION EARNINGS.

| Average earnings. | Whole line. | In Illinois. |
|---|------------------|------------------|
| Average passenger department earnings per mile..... | \$1,514 25 | \$1,789 72 |
| Average passenger department earnings per train mile..... | 92 | 89 |
| Average freight department earnings per mile..... | 3,963 13 | 4,039 28 |
| Average freight department earnings per train mile..... | 1 53 | 1 42 |
| Average gross transportation earnings per mile..... | 5,477 58 | 5,829 00 |
| Average gross transportation earnings per train mile..... | 1 29 | 1 20 |
| Average net transportation earnings per mile..... | 2,380 07 | 2,495 59 |
| Average net transportation earnings per train mile..... | 56 | 49 |
| The ratio of passenger to freight earnings was..... | As 100 is to 262 | As 100 is to 226 |

OPERATING EXPENSES AND TAXES.

| Items of operating expenses. | Whole line. | In Illinois. |
|---|----------------|----------------|
| Salaries general officers and clerks..... | \$288,127 46 | \$121,913 32 |
| Law expenses..... | 83,810 41 | 35,119 45 |
| Insurance..... | 47,119 41 | 21,765 88 |
| Outside agencies and advertising..... | 102,464 45 | 50,311 07 |
| Contingencies..... | 274,211 08 | 106,115 93 |
| Repairs or renewals—bridges (including culverts and cattle-guards)..... | 166,707 23 | 93,005 15 |
| Repairs or renewals—buildings..... | 78,778 51 | 41,009 07 |
| Repairs or renewals—fences, road-crossings or signs..... | 21,551 17 | 19,277 70 |
| Renewals of rails..... | 70,656 73 | 20,870 82 |
| Renewals of ties..... | 174,759 57 | 87,183 58 |
| Repairs of roadway and track..... | 809,208 30 | 331,881 30 |
| Repairs of locomotives..... | 113,161 73 | 235,498 61 |
| Fuel for locomotives..... | 150,319 37 | 195,768 76 |
| Water supply..... | 71,086 32 | 40,144 72 |
| Oil and waste..... | 81,130 86 | 42,731 18 |
| Locomotive service..... | 587,518 78 | 297,291 60 |
| Repairs of passenger cars..... | 201,531 61 | 110,714 55 |
| Passenger train service..... | 227,119 47 | 125,763 03 |
| Passenger train supplies..... | 51,110 22 | 29,886 31 |
| Mileage of passenger cars (debit balance)..... | 72,931 96 | 32,421 93 |
| Repairs of freight cars..... | 396,179 39 | 201,073 71 |
| Freight train service..... | 337,589 88 | 162,613 49 |
| Freight train supplies..... | 39,095 84 | 22,156 38 |
| Mileage of freight cars (debit balance)..... | 51,824 73 | 21,786 27 |
| Telegraph expenses (maintenance and operating)..... | 161,412 81 | 81,118 17 |
| Damage and loss of freight and baggage..... | 17,757 10 | 7,201 64 |
| Damage to property and cattle..... | 37,015 67 | 7,157 23 |
| Personal injury..... | 81,886 97 | 43,407 67 |
| Agents and station service..... | 930,116 56 | 561,808 18 |
| Station supplies..... | 67,469 58 | 37,789 44 |
| Total operating expenses..... | \$6,400,319 41 | \$3,176,709 46 |
| Taxes..... | 559,185 45 | 399,251 31 |
| Total operating expenses and taxes..... | \$6,959,504 86 | \$3,575,964 77 |

Average operating expenses (less taxes) per mile, whole line \$3,097 31; Illinois \$3,331 41.

Average operating expenses (less taxes) per train mile, whole line 73c.; Illinois 71c.

Proportion of operating expenses (less taxes) to earnings, whole line 52.3%; Illinois 49.6%.

EXPENSES IN ADDITION TO OPERATING EXPENSES AND TAXES.

| | |
|--|----------------|
| Construction— | |
| Leased lines in Iowa | \$71,825 42 |
| Leased Lines— | |
| Rentals | 659,479 21 |
| Interest— | |
| On funded debt | 1,693,929 35 |
| Dividends on leased line stock | 400,000 00 |
| Interest on R. R. stock earnings of which lines are included in income | 239,640 00 |
| Dividends— | |
| On common stock | 2,175,000 00 |
| Total additional expenses | \$5,239,873 98 |

GENERAL EXHIBIT.

NET INCOME, DIVIDENDS, BALANCES, ETC.

| | |
|--|-----------------|
| Total income from operation of railroad | \$12,232,424 10 |
| Operating expenses, (less taxes) including construction (less Iowa) | 7,002,848 99 |
| Excess of income over operating expenses | \$5,139,575 11 |
| Less taxes | 550,185 45 |
| Land department, net receipts | \$80,718 03 |
| Interest and profits New York office | 285,517 31 |
| Excess of income over operating expenses and taxes | 366,235 34 |
| | 4,589,389 66 |
| | \$4,955,625 00 |
| Interest on funded debt | \$1,693,929 23 |
| Interest on leased line stock | 400,000 00 |
| Interest on R. R. securities, earnings of which are included in income | 239,640 00 |
| Rentals, Iowa | 659,479 21 |
| | 2,993,048 44 |
| Net income | \$1,962,576 56 |
| Dividends declared, 7½ per cent | 2,175,000 00 |
| Balance for the year, debit | \$212,423 44 |
| Balance (profit) last year | 5,028,585 68 |
| Balance June 30, 1886 | \$4,816,162 24 |
| Balance (profit) carried forward to next year | \$4,816,162 24 |

CHARGES TO PROPERTY DURING THE YEAR.

Dr.

| | |
|-------------------------------------|-------------|
| Construction and equipment in Iowa— | |
| Station grounds | \$1,175 28 |
| Station buildings | 91 88 |
| Water works | 92 22 |
| Sidings | 12,230 81 |
| Cattle-guards and crossings | 37 03 |
| Fencing | 419 86 |
| Iron rails | 10,085 00 |
| Steel rails | 26,910 77 |
| Ballasting | 20,782 57 |
| Total charges | \$71,825 42 |

GENERAL BALANCE SHEET.

| Assets. | | Liabilities. | |
|--|-----------------|---|-----------------|
| Construction account, Illinois | \$33,000,000 00 | Capital stock— | |
| Chicago & Springfield (Springfield Division) | 1,600,000 00 | Ill. Central | \$29,000,000 00 |
| Kank. & So. West'n (Middle Div.) | 1,432,858 93 | C., St. L. & N. O. | 10,000,000 00 |
| South Chicago Branch | 206,940 94 | | \$39,000,000 00 |
| Southern Division | 28,000,000 00 | Funded debt— | |
| West & East R. R. | 141,000 00 | Ill. Central | \$14,018,000 00 |
| Canton, Aberdeen & Nashville R. R. | 1,892,639 82 | C., St. L. & N. O. | 18,000,000 00 |
| Yazoo & Mississippi Valley R. R. | 1,634,745 25 | | 32,018,000 00 |
| Iowa Division leased lines | 1,427,085 75 | <i>Unfunded debt, as follows:</i> | |
| C., St. L. & N. O. R. R. bonds and stock | 2,989,160 00 | Interest unpaid and unclaimed | 143,572 00 |
| Cash | 1,774,287 94 | Dividends unpaid and unclaimed | 51,457 16 |
| Bills receivable | 18,158 50 | Interest and rental, payable July 1, 1886 | 427,920 00 |
| Due from agents and companies | 274,182 55 | Vouchers and accounts | 779,098 68 |
| <i>Cash assets, as follows:</i> | | Other liabilities | 123,584 18 |
| Materials and supplies | 631,659 47 | Set aside to provide for Div. pay., 1 Sept., 1886 | 1,015,000 00 |
| Other assets | 3,352,075 41 | Profit and loss | 4,816,162 24 |
| Total assets | \$78,374,794 56 | Total liabilities | \$78,374,794 56 |

LOCAL EXHIBIT OF ILLINOIS BUSINESS.

INCOME, EXPENSES, BALANCES, ETC.

| | |
|---|----------------|
| Total income | \$6,409,828 49 |
| <i>From points between stations within the State—</i> | |
| From freights | \$1,931,838 40 |
| From passengers | 1,038,259 11 |
| From other sources | 751,183 93 |
| | \$3,721,581 44 |
| <i>Inter-State business—</i> | |
| From freights | 1,858,500 00 |
| From passengers | 345,408 17 |
| From other sources | 484,338 88 |
| | \$2,688,247 05 |
| Number of tons of local freight carried | \$1,934,065 |
| Number of local passengers carried | 4,585,012 |
| Receipts per ton per mile on local freight carried | cts. 1.29 |
| Receipts per passenger per mile on local passengers carried | cts. 2.65 |
| Total income | \$6,409,828 49 |
| Operating expenses (less taxes) | \$3,604,656 23 |
| Taxes | 399,254 30 |
| | 4,003,910 53 |
| — Excess of income over operating expenses and taxes | \$2,345,917 96 |
| Interest on funded debt | 654,055 00 |
| Net income on Illinois business | \$1,694,862 96 |

FUNDED DEBT IN DETAIL.

ON PROPERTY WITHIN THE STATE.

| Name of Bond. | When due. | Interest. | | Amount of bonds. |
|---|--------------|----------------|---------------|------------------|
| | | Rate per cent. | When payable. | |
| Sterling 6s | Apr. 1, 1895 | 6 | Apr. & Oct. | \$2,500,000 |
| Sterling sinking fund | Apr. 1, 1903 | 5 | " | 3,950,000 |
| Sterling 5s | Dec. 1, 1905 | 5 | June & Dec. | 1,000,000 |
| First mortgage gold | Jan. 1, 1951 | 4 | Jan. & July | 1,500,000 |
| First mortgage gold | " | 3½ | " | 2,496,000 |
| Springfield Division | Jan. 1, 1898 | 6 | " | 1,600,000 |
| Middle Division | Feb. 1, 1921 | 5 | Feb. & Aug. | 968,000 |
| Called bonds | Past due. | | | 4,000 |
| Total | | | | \$14,018,000 |
| Average bonded debt per mile for 952.99 miles | | | | \$14,769.49 |

TOTAL LIABILITIES.

COMMON AND PREFERRED STOCK AND FUNDED DEBT ON PROPERTY WITHIN THE STATE.

| Stocks and bonds. | Total. |
|---|-----------------|
| Common and preferred stock | \$29,000,000.00 |
| Bonded debt | 14,018,000.00 |
| Aggregate | \$43,018,000.00 |
| Average per mile for 952.99 miles | 45,140.03 |

ADDITIONAL INFORMATION.

This road carries U. S. mails, compensation therefor being fixed by the Postoffice Department, based on weight of mails, taken every four years. We have no other contract with the United States Government for the transportation of mails.

The American Express Company does business on this road. The railroad company furnish the cars, and the express company handles the freight, paying certain per diem rate for regular facilities furnished, and extra for excess.

We have no contract with transportation companies or lines.

Sleeping cars are owned jointly and equally by this Company and the Pullman Palace Car Company, and are operated by the latter.

The usual charges are exacted for sleeping car facilities.

We have no special arrangements with transportation companies or lines.

We have running arrangements with the Terre Haute and Indianapolis Railroad for handling through freight and passenger business between Chicago and St. Louis, at Junction Effingham, Ill.; also with the Cincinnati, Indianapolis, St. Louis and Chicago Railway for handling freight and passenger business between Chicago and points east of Kankakee; and with the C. B. & Q. R. R. Co. for running through passenger trains between Chicago and Iowa Division, and hauling freight cars between Chicago and Forreston and Mendota.

We have pooling arrangements or contracts respecting freights, with connecting lines at junction points, operating at nearly all junctions in Illinois. There are sixty-three junctions and crossings on the Illinois Central line proper, and seventeen on branches in Illinois.

The Illinois Central is a north and south road, whose main line is located wholly in the State of Illinois. Our experience is, that unless we agree with lines crossing us, for a division of traffic, and maintenance of reasonable rates, our revenues would do little more than maintain the property. The value of the property depends on manufacturing, mining, agricultural and commercial prosperity in Illinois. The State is directly interested in the largest gross revenue the property can be made to earn, as it receives 7 per cent of the gross earnings. For this reason this Company should be left free from the onerous provisions of the Railroad Law, as it now exists. The tendency of the law is to discriminate against every mining, manufacturing and commercial interest in Illinois, and work injustice to all domestic roads located wholly in the State, because its Railroad Law affects such roads, but cannot control inter-State roads whose termini are beyond the limits of the State.

The freight rates at pooling points correspond with those in force at local stations.

We denominate through freight as that originating at one terminal and passing beyond another; or from beyond one terminal and stopping at another; also between terminals and junctions, covering business to and from important points reached in connection with other lines. All other freight is local.

We have five machine shops in Illinois, located as follows: Chicago, 2; Centralia, 1; Clinton, 1; Amboy, 1.

The car works at Chicago employ 523 men; Weldon shops, 377; Centralia, 150; Amboy, 178; Clinton, 52.

Repairs are done at each of the above named shops. New engines are built at Weldon and Chicago. New cars are built at car works, Chicago.

For the most part work done at these shops is for the Company's lines in Illinois, but as the equipment cannot all be assigned, the cost of repairs to the unassigned portion is prorated on a mileage basis.

The gross number of tons of Illinois coal carried for the year ending June 30, 1886, amounted to 653,350 tons.

STATEMENT OF ACCIDENTS.

KILLED AND INJURED DURING THE YEAR.

| Description. | | | | In Illinois. | |
|-----------------|--|--|--|--------------|----------|
| | | | | Killed. | Injured. |
| Passengers..... | | | | 1 | 5 |
| Employees..... | | | | 7 | 42 |
| Others..... | | | | 31 | 26 |
| Total..... | | | | 39 | 73 |

| No. | Name of person. | Occupation. | Cause of accident. | Date of accident. | Character of injury. |
|-----|-------------------------|--------------------|-----------------------------------|-------------------|---------------------------|
| 1 | Alex Robinson..... | Citizen..... | Climbing on moving train. | July 1, 1887. | One leg amputated. |
| 2 | Wm. Kelly..... | Sectionman..... | Fell off hand car. | " 2 " | Leg contused. |
| 3 | Chas. Thompson..... | Citizen..... | Climbing over freight cars. | " 8 " | Foot contused. |
| 4 | Jos. Klawnski..... | Child 8 years..... | Playing on track. | " 13 " | Killed. |
| 5 | Chas. Balding..... | Brakeman..... | Handling heavy freight. | " 14 " | One finger broken. |
| 6 | J. E. Garner..... | Citizen..... | Coupling freight cars. | " 18 " | One finger amputated. |
| 7 | John Moore..... | Sectionman..... | Lying asleep under cars. | " 20 " | Killed. |
| 8 | Ole Hockinson..... | Sectionman..... | Handling bars of steel. | " 22 " | One finger lacerated. |
| 9 | John Liechtenstein..... | Tramp..... | Crushed in collision. | " 23 " | Killed. |
| 10 | Hill Reich..... | Colored boy..... | Climbing on moving freight train. | " 26 " | One leg amputated. |
| 11 | Geo. New..... | Citizen..... | Fell off freight train. | " 27 " | Killed. |
| 12 | A. Gollhardt..... | Boy 9 years..... | Playing among freight cars. | " 28 " | One arm amputated. |
| 13 | J. Kable..... | Car repairer..... | Working on car spring. | " 28 " | Hand lacerated. |
| 14 | F. E. Hartman..... | Engineer..... | Misplaced switch. | " 28 " | Killed. |
| 15 | J. W. McKallips..... | Brakeman..... | Coupling freight cars. | " 28 " | Thumb lacerated. |
| 16 | Joseph Wilano..... | Boy 8 years..... | Playing on track. | " 8 " | Arm and leg broken. |
| 17 | Frank Taylor..... | Colored boy..... | Jumped off moving train. | " 9 " | Foot lacerated. |
| 18 | Thos. Taylor..... | Boy 16 years..... | Fell off freight engine. | " 11 " | One arm amputated. |
| 19 | Geo. Otter..... | Boy..... | Fell off freight train. | " 15 " | Arm dislocated. |
| 20 | Chas. Lehigh..... | Brakeman..... | Going over coal cars. | " 26 " | Ankle sprained. |
| 21 | John Sanderson..... | Passenger..... | Jumped off train at full speed. | " 26 " | Face and wrist scratched. |
| 22 | Nelson Smith..... | Sectionman..... | Worked too close to track. | " 28 " | Collar bone broken. |
| 23 | Thos. Lafferty..... | Passenger..... | Jumped off moving train. | " 31 " | Three toes amputated. |
| 24 | Frank Lamont..... | Citizen..... | Lying close to track. | " 31 " | Killed. |
| 25 | C. A. Gardner..... | Brakeman..... | Coupling two engines. | Sept. 3 " | Leg sprained. |

Statement of Accidents—Continued.

| No. | Name of person. | Occupation. | Cause of accident. | Date of accident. | Character of injury. |
|-----|----------------------|---------------------|-------------------------------------|-------------------|---------------------------------|
| 25 | Mrs. I. A. Lewis. | Brakeman. | Jumped off moving train. | Sept. 1, 1887. | Thigh and hip injured. |
| 26 | G. A. Spencer. | Brakeman. | Coupling freight cars. | 10 | One finger broken. |
| 27 | T. S. Tatum. | Section-man. | Slipped off tender. | 11 | Foot sprained. |
| 28 | Walter Cass. | Section-man. | Fell into cattle-guard. | 12 | Thigh broken. |
| 29 | Wm. Goodbrake. | Brakeman. | Struck by dump car. | 18 | Leg broken. |
| 30 | Wm. Shea. | Brakeman. | Fell in front of freight cars. | 18 | Leg amputated. |
| 31 | Wm. Oake of old. | Insane person. | Walking on track. | 23 | Cut over one eye. |
| 32 | Jas. Keight. | Chimney. | Lying on track. | 23 | Killed. |
| 33 | John Weeks. | Brakeman. | Body found on track. | 1 | Thumb broken. |
| 34 | Charles Lehigh. | Boy. | Coupling freight cars. | 2 | Killed. |
| 35 | Martin E. Mansfield. | Switehman. | Climbing on moving freight train. | 10 | Hand lacerated. |
| 36 | Levi Kyles. | Brakeman. | Coupling freight cars. | 11 | Killed. |
| 37 | J. Whist. | Brakeman. | Fell between freight cars. | 19 | One leg amputated. |
| 38 | E. Anderson. | Switehman. | Climbing on freight cars. | 21 | Foot lacerated. |
| 39 | Frank Norrington. | Chimney. | Coupling engine to cars. | 25 | Killed. |
| 40 | Ed. Frank. | Chimney. | Walking on track. | 25 | Leg confused. |
| 41 | T. T. Fothergill. | Engineer. | Coupling freight cars. | 36 | Arm fractured. |
| 42 | H. S. Weyman. | Conductor. | Collision of engine. | 37 | One finger broken. |
| 43 | M. G. Mitchell. | Passenger. | Coupling freight cars. | 31 | Face scratched and leg bruised. |
| 44 | J. J. Hanna. | Child, age 6 years. | Jumped off moving train. | 11 | One arm amputated. |
| 45 | John Knost. | Tramp. | Playing about tracks. | 13 | Killed. |
| 46 | Kubienk Wojtek. | Boy. | Lying under tender. | 16 | One leg amputated. |
| 47 | C. Land. | Chimney. | Climbing on moving train. | 21 | Leg broken. |
| 48 | Al. A. Hearsel. | Chimney. | Fell against tender. | 23 | Both arms broken. |
| 49 | Samuel Cantrell. | Switehman. | Fell on track. | 24 | Killed. |
| 50 | G. A. Fuger. | Chimney. | Walking on track. | 25 | " |
| 51 | Mrs. F. Shael. | Chimney. | Driving team across track. | 25 | " |
| 52 | Chris. Enderling. | Stranger. | Lying too close to track. | 27 | " |
| 53 | Unkown. | Chimney. | Climbing on moving freight train. | 28 | One leg amputated. |
| 54 | John Popov. | Brakeman. | Coupling freight cars. | 3 | Three fingers lacerated. |
| 55 | Jos. Dixon. | Passenger. | Jumped off train at night. | 10 | Killed. |
| 56 | Samuel J. Sadler. | Chimney. | Struck by R. & O. engine. | 11 | " |
| 57 | Henry Hoyt. | Chimney. | Climbing on moving train. | 17 | Both legs crushed. |
| 58 | Amos Westman. | Engineer. | Collision. | 23 | Killed. |
| 59 | Henry McGraw. | Brakeman. | Climbing on moving freight train. | 23 | Foot lacerated. |
| 60 | Thos. Brady. | Switehman. | Coupling freight cars. | 26 | Three fingers amputated. |
| 61 | John Cherry. | Insane man. | Jumped out of passenger car window. | 30 | Thigh broken. |
| 62 | F. Carter. | Chimney. | Fell off flat car. | 30 | Killed. |
| 63 | Frank Elderly. | Chimney. | Crossing track. | 12, 1888. | Scalp wound. |
| 64 | John Welch. | Brakeman. | Coupling freight cars. | 16 | Thumb and finger lacerated. |
| 65 | Wm. Martin. | Yard master. | Jumped off derailed freight car. | 16 | Head and foot sprained. |
| 66 | F. A. Miller. | Switehman. | Coupling freight cars. | 21 | Thumb amputated. |
| 67 | Peter Welch. | Switehman. | Climbing on moving train. | 21 | Knee dislocated. |
| 68 | Prof. Schmidt. | Laborer. | Climbing on moving train. | 24 | " |

| | | | | Feb. | 1, 1886. | |
|----------------------|-------------------|-------------------------------------|-------|-------|----------|--------------------------|
| 76 Chas. Cook | Train boy | Climbing on moving train | ..... | ..... | ..... | Foot lacerated |
| 77 Ed. Evans | Citizen | Walking on track | ..... | 6 | ..... | Killed |
| 78 Frank Flynn | Brakeman | Jumped off freight car | ..... | 6 | ..... | ..... |
| 79 J. S. Kenney | Brakeman | Coupling freight cars | ..... | 6 | ..... | Hand lacerated |
| 80 J. M. Skelley | Switchman | Struck car roof | ..... | ..... | ..... | ..... |
| 81 J. M. Templeton | Citizen | Lying close to track | ..... | ..... | ..... | One finger amputated |
| 82 Ed. Bruce | Brakeman | Coupling engine to train | ..... | ..... | ..... | Nose broken |
| 83 W. H. Booth | Brakeman | Coupling freight cars | ..... | 20 | ..... | Killed |
| 84 C. T. Spouts | Citizen | Lying close to track | ..... | 27 | ..... | One finger amputated |
| 85 H. C. Thompson | Citizen | Running across side track | ..... | ..... | ..... | ..... |
| 86 S. H. Neal | Boy | Climbing on freight cars | ..... | 15 | ..... | Killed |
| 87 John Allen | Insane | Lying on track, suicide | ..... | 22 | ..... | ..... |
| 88 Chas. Knapp | Switchman | Coupling freight cars | ..... | 25 | ..... | ..... |
| 89 H. P. Roselough | Insane | Walked in front of engine, suicide | ..... | 28 | ..... | Two fingers lacerated |
| 90 J. H. Hertz | Citizen | Coupling freight cars | ..... | 6 | ..... | Killed |
| 91 Wm. Robinson | Brakeman | Struck by hand car | ..... | 17 | ..... | One finger amputated |
| 92 Geo. Buckland | Citizen | Uncoupling freight car | ..... | 19 | ..... | Bruised |
| 93 J. L. Featherling | Citizen | Sitting on bridge at night | ..... | 21 | ..... | Hand lacerated |
| 94 Patrick Ward | Section foreman | Climbing on B. and O. freight train | ..... | 23 | ..... | Killed |
| 95 Michael Quintan | Brakeman | Coupling engine to passenger train | ..... | 30 | ..... | ..... |
| 96 A. H. Thornton | Passenger | Car door slammed | ..... | 5 | ..... | One finger broken |
| 97 John Berger | Boy (age 12) | Walked off station platform | ..... | 9 | ..... | One finger amputated |
| 98 Richard King | Citizen | Climbing on coal cars | ..... | 11 | ..... | Arm broken |
| 99 Antonio Koska | Boy (age 13) | Walking on track | ..... | 12 | ..... | Killed |
| 100 C. P. Bryan | Citizen | Climbing on moving freight train | ..... | 14 | ..... | ..... |
| 101 F. Boehan | Citizen | Walking on track | ..... | 14 | ..... | ..... |
| 102 O. B. Clark | Yard switchman | Coupling freight cars | ..... | 17 | ..... | Two fingers amputated |
| 103 Thomas Tracey | Boy (age 16) | Roll off freight cars | ..... | 18 | ..... | Killed |
| 104 Joseph Fischer | Freight conductor | Uncoupling freight cars | ..... | 22 | ..... | One finger amputated |
| 105 John Riley | Switch tender | Struck by engine | ..... | 24 | ..... | Killed |
| 106 E. W. Perkins | Engineer | Expansion of engine | ..... | 29 | ..... | Breast lacerated |
| 107 C. Seidner | Fireman | ..... | ..... | 29 | ..... | Slightly scratched |
| 108 Wm. Lindsay | Conductor | Running in front of engine | ..... | 29 | ..... | ..... |
| 109 L. A. Harrison | Stranger | Slung on ties | ..... | 1 | ..... | Killed |
| 110 Fred. Wilbecker | Citizen | Driving across track | ..... | 5 | ..... | Bruised slightly |
| 111 L. B. Morrow | Section foreman | Struck by engine | ..... | 8 | ..... | One leg and arm broken |
| 112 Pat. Gleason | Citizen | Running across track | ..... | 9 | ..... | Killed |
| 113 T. D. Boardman | Car cleaner | Climbing on moving train | ..... | 11 | ..... | Leg broken |
| 114 Conrad Nelson | Citizen | Jumped off moving train | ..... | 14 | ..... | Hands and face scratched |
| 115 E. M. Shaw | Citizen | Climbing on moving train | ..... | 19 | ..... | Arm amputated |
| 116 Antonio Witoski | Boy (10 years) | Handling heavy freight | ..... | 25 | ..... | Hand lacerated |
| 117 Ira A. Mauley | Agent | ..... | ..... | ..... | ..... | ..... |

ILLINOIS MIDLAND RAILWAY.

ORGANIZATION AND CONSTRUCTION.

The Illinois Midland Railway is composed of three sections, organized as follows:

The Paris and Decatur R. R., incorporated by charter approved February 18, 1861. †

The Paris and Terre Haute R. R., incorporated by charter approved March 1, 1872.

The Peoria, Atlanta and Decatur R. R., incorporated by charter approved March 1, 1869.

September 19, 1874, the Peoria, Atlanta and Decatur R. R. purchased the other two railroads.

November 4, 1874, the Peoria, Atlanta and Decatur R. R. Co. changed its name to the Illinois Midland Railway Co.

The Paris and Decatur R. R. (73.1 miles) opened December, 1872.

The Paris and Terre Haute R. R. (13.9 miles) opened May, 1874.

The Peoria, Atlanta and Decatur R. R. (60.8 miles) opened November, 1874.

The Illinois Midland Railway leases from the Terre Haute and Indianapolis R. R. Co. 7.8 miles of road, from Terre Haute, Ind., to Farrington, Ill., for which \$4,108.60 has been paid as rental for the year ending June 30, 1884.

From the Illinois Central R. R. Co. 15½ miles, from the I. M. Junction to Maroa, for which \$11,48.68 has been paid for the same term.

From the Toledo, Peoria and Western Railway 5.1 miles, from Farmdale to Peoria, at a rental of \$500 per month.

From the Peoria and Pekin Union Railway, the Peoria yard, switches, depots, engine houses, etc., for which \$20,812.40 has been paid for the same term.

OFFICERS.

| | |
|---|-------------------|
| Receiver, D. H. Conklin..... | Decatur, Ill. |
| General Solicitors, Isham & Lincoln | Chicago, Ill. |
| Cashier, E. A. West..... | Decatur, Ill. |
| Auditor, Samuel C. Smith..... | Decatur, Ill. |
| General Manager, D. H. Conklin..... | Decatur, Ill. |
| Master of Transportation, O. E. Grady..... | Decatur, Ill. |
| Traffic Manager, A. E. Shrader..... | Terre Haute, Ind. |
| General Ticket Agent, Andrew Stevens..... | Decatur, Ill. |
| Superintendent of Telegraph, O. E. Grady..... | Decatur, Ill. |
| Master Mechanic, F. Young..... | Paris, Ill. |
| General Road Master, Peter Ford..... | Decatur, Ill. |

General office at Decatur, Illinois.

DIRECTORS.

| | |
|-----------------------|-------------------|
| L. Genis..... | Terre Haute, Ind. |
| J. C. Lake..... | Decatur, Ill. |
| H. Crea..... | Decatur, Ill. |
| A. E. Shrader..... | Terre Haute, Ind. |
| H. VanSellar..... | Paris, Ill. |
| J. A. Eads..... | Paris, Ill. |
| Robert J. Hervey..... | Terre Haute, Ill. |
| W. C. Foster..... | Livingston, Ill. |
| James Mulliken..... | Decatur, Ill. |

CAPITAL STOCK.

Amount of common stock..... \$2,000,000 00

FUNDED DEBT IN DETAIL.

| Name of Bond. | When issued. | When due. | Interest. | | Amount of bonds. |
|-------------------|--------------|--------------|---------------|---------------|------------------|
| | | | Rate percent. | When payable. | |
| 1st mortgage..... | Jan. 1, 1875 | Jan. 1, 1905 | 7 | Jan. & July | \$4,175,000 00 |
| Total..... | | | | | \$1,175,000 00 |

Average bonded debt per mile for 147²/₁₀ miles, \$28,733.

UNFUNDED DEBT IN DETAIL.

| On what Account. | Amount. |
|--|----------------|
| Total Receiver's indebtedness prior to appointment of present Receiver, as per report of Hon. N. W. Branson, special master..... | \$1,307,941 00 |
| Liabilities of present Receiver..... | 26,587 00 |
| Taxes 1882, 1883, 1884 and 1885, estimated..... | 53,200 00 |
| Floating indebtedness of Company prior to appointment of any Receiver, estimated..... | 500,000 00 |
| Total..... | \$1,867,728 00 |

TOTAL LIABILITIES.

COMMON STOCK AND FUNDED AND UNFUNDED DEBT.

| Stocks and bonds. | Total. |
|---|----------------|
| Common stock..... | \$2,000,000 00 |
| Bonded debt..... | 4,175,000 00 |
| Floating debt..... | 1,867,728 00 |
| Aggregate..... | \$8,042,728 00 |
| Average per mile, for 147 ² / ₁₀ miles..... | \$54,416 00 |

LENGTH OF TRACK.

| Main Line. | Whole line miles. | In Illinois, miles. | Main line and branches in Illinois. |
|--|-------------------|---------------------|-------------------------------------|
| From Peoria, Ill., to Terre Haute, Ind..... | 173.13 | 166.83 | ..... |
| Main line and branches including leased lines..... | 173.13 | 173.13 | 166.83 |
| Sidings on main line..... | 13.07 | 13.07 | 13.07 |
| Aggregate length of all tracks..... | 186.20 | 186.20 | 179.90 |

Proportion of road in Illinois, 96.36 per cent.

RAILS AND TIES.

| | |
|----------------------------------|---------------|
| Iron— | |
| On road..... | 148.83 miles. |
| Average weight per yard..... | 56 lbs. |
| Steel— | |
| On road..... | 9.04 miles. |
| Average weight per yard..... | 56 lbs. |
| Re-laid during the year..... | 2.27 miles. |
| Ties— | |
| Average number per mile..... | 2,640 |
| Number laid during the year..... | 22,138 |

BRIDGES.

| | | |
|---|----------|----------------------|
| Number of wooden in Illinois..... | 97..... | length, 11,071 feet. |
| Number of piling and trestle in Illinois..... | 4..... | length, 1,669 feet. |
| Number of combination in Illinois..... | 4..... | length, 377 feet. |
| Total..... | 105..... | length, 15,108 feet. |

FENCING.

| Whole line. | Length in miles. | Cost per rod |
|---------------------|------------------------|--------------|
| Post and board..... | 126 $\frac{1}{2}$ rods | .90 |
| Wire..... | 107 $\frac{1}{2}$ rods | .65 |

STATIONS.

| | |
|-----------------------------|----|
| Number in Illinois..... | 38 |
| Number out of Illinois..... | 1 |
| Total on whole line..... | 39 |

EQUIPMENT.

| Description. | Whole line. | Total. |
|---------------------------------------|-------------|--------|
| Locomotives: | | |
| Passenger and freight..... | 12 | 12 |
| Passenger equipment: | | |
| Coaches..... | 5 | |
| Baggage cars..... | 2 | |
| | | 7 |
| Freight equipment: | | |
| Box cars..... | 6 | |
| Flat cars..... | 11 | |
| Flat cars..... | 8 | |
| Other cars..... | 32 | |
| | | 57 |
| Total number cars of all classes..... | | 64 |

AVERAGE LIFE OF LOCOMOTIVES, CARS, RAILS, TIES, BRIDGES, ETC.

| Equipment and Superstructure. | | Average life, in years. |
|-------------------------------|--|-------------------------------|
| Locomotives— | | |
| Passenger | | 14 |
| Freight | | 12 |
| Cars— | | |
| Passenger | | 14 |
| Baggage | | 14 |
| Box | | 12 |
| Stock | | 12 |
| Coal | | 12 |
| Flat | | 12 |
| Rails— | | |
| Iron | | 10 |
| Ties— | | |
| Oak | | 8 |
| Pine | | 3 |
| Hemlock | | 5 |
| Cedar | | 5 |
| Bridges— | | |
| Wooden | | 8 |
| Combination | | 10 |
| Trestles | | 7 |
| Piling | | 7 |
| Telegraph poles— | | |
| Cedar | | 6 |
| Other | | 5 |

EMPLOYEES.

NUMBER, CHARACTER OF SERVICE, AND ANNUAL SALARIES OF EMPLOYEES.

| Average No. em- ployed. | Office and Employés. | Average yearly salary. | Aggregate yearly sal- ary. |
|-------------------------------|---|------------------------------|----------------------------------|
| 5 | General officers | \$2,700 00 | \$13,500 00 |
| 1 | Division superintendent | 1,500 00 | 1,500 00 |
| 1 | Master mechanic | 1,440 00 | 1,440 00 |
| 1 | Head master | 1,200 00 | 1,200 00 |
| 6 | Clerks | 1,040 00 | 6,240 00 |
| 5 | Machinists | 600 00 | 3,000 00 |
| 2 | Passenger conductors | 1,080 00 | 2,160 00 |
| 5 | Freight conductors | 842 40 | 4,212 00 |
| 2 | Passenger engineers | 1,524 00 | 3,048 00 |
| 5 | Freight engineers | 1,068 00 | 5,340 00 |
| 10 | Firemen | 700 00 | 7,000 00 |
| 4 | Wipers | 465 00 | 1,860 00 |
| 2 | Baggagemen | 660 00 | 1,320 00 |
| 12 | Brakemen | 594 00 | 7,128 00 |
| 3 | Station agents not telegraph operators | 720 00 | 2,160 00 |
| 30 | Station agents also telegraph operators | 420 00 | 12,600 00 |
| 6 | Telegraph operators not station agents | 504 00 | 3,024 00 |
| 10 | Carpenters | 511 10 | 5,111 00 |
| 23 | Section foremen | 480 00 | 11,040 00 |
| 90 | Sectionmen | 345 00 | 31,050 00 |
| 10 | Laborers | 328 00 | 3,280 00 |
| 3 | Switchmen and watchmen | 429 00 | 1,287 00 |
| 7 | Bridge tenders and pumpers | 313 80 | 2,196 60 |
| 37 | Other employes | | 1,046 60 |
| 280 | Total | | \$131,713 29 |

MILEAGE.

TRAIN MILEAGE.

| Trains. | Whole line. |
|--------------------------|-------------|
| Passenger | 84,651 |
| Freight | 661,431 |
| Excursion | 2,571 |
| Construction | 982 |
| Total train mileage..... | 851,135 |

CAR MILEAGE.

| Cars. | Whole line. |
|----------------------------------|-------------|
| Passenger, mail and baggage..... | 243,456 |
| Freight..... | 4,437,254 |
| Total train mileage..... | 4,680,710 |

PASSENGER MILEAGE.

| Passenger mileage. | Whole line. |
|-------------------------------|-------------|
| Through | 222,132 |
| Local..... | 21,324 |
| Total passenger mileage | 243,456 |

INCOME.

MONTHLY TRANSPORTATION EARNINGS—WHOLE LINE.

| Months. | From passenger department. | From freight department. | Total. |
|---------------------|----------------------------------|--------------------------------|--------------|
| 1885, July | \$4,084 89 | \$10,552 80 | \$14,637 69 |
| " August | 4,697 91 | 26,494 89 | 31,192 80 |
| " September | 5,204 58 | 22,783 22 | 27,987 80 |
| " October | 4,705 44 | 20,733 77 | 25,439 21 |
| " November..... | 3,827 57 | 18,184 63 | 22,012 20 |
| " December..... | 4,866 10 | 21,593 53 | 26,459 63 |
| 1886, January | 3,981 00 | 19,879 86 | 23,860 86 |
| " February | 4,225 78 | 22,455 91 | 26,681 69 |
| " March | 4,521 86 | 15,731 52 | 20,253 38 |
| " April | 3,676 80 | 11,873 32 | 15,550 12 |
| " May | 3,441 31 | 12,680 89 | 16,122 20 |
| " June | 1,481 08 | 12,100 69 | 13,581 77 |
| Total..... | \$51,714 35 | \$215,068 03 | \$266,782 38 |

TOTAL INCOME FROM ALL SOURCES.

| | |
|------------------------------------|--------------|
| Total income from all sources..... | \$266,782 38 |
|------------------------------------|--------------|

DEDUCTIONS MADE FROM TRANSPORTATION EARNINGS.

| Average Earnings. | Whole line. |
|--|---------------------------------|
| Average passenger department earnings per mile | \$208 76 |
| Average passenger department earnings per train mile | 59 ² / ₁₀ |
| Average freight department earnings per mile | 1,242 23 |
| Average freight department earnings per train mile | 32 52 |
| Average gross transportation earnings per mile | 1,540 93 |
| Average gross transportation earnings per train mile | 35 65 |
| Average net transportation earnings per mile | 161 95 |
| Average net transportation earnings per train mile | 3 75 |
| The ratio of passenger to freight earnings was | As 100 is to 416 |

OPERATING EXPENSES AND TAXES.

| Items of Operating Expenses. | Whole line. |
|--|--------------|
| Salaries, general officers and clerks, and general office expenses | \$24,205 22 |
| Law expenses | 2,455 00 |
| Stationery and printing | 1,869 51 |
| Miscellaneous expenses | 810 24 |
| Repairs or renewals—bridges (including culverts and cattle-guards) | 5,777 73 |
| Repairs or renewals—buildings | 562 60 |
| Repairs or renewals—fences, road-crossings or signs | 185 20 |
| Renewals of rails | 2,692 61 |
| Renewals of ties | 5,243 79 |
| Repairs of roadway and track | 38,325 63 |
| Repairs of locomotives | 11,465 52 |
| Fuel for locomotives and shops | 16,639 32 |
| Water supply | 2,795 42 |
| Oil and waste | 1,655 36 |
| Locomotive service | 19,887 92 |
| Repairs of passenger and freight cars | 11,840 99 |
| Train service and supplies, freight and passenger | 21,659 58 |
| Rent of track | 40,868 93 |
| Mileage of freight cars (debit balance) and rent of rolling stock | 6,354 67 |
| Telegraph expenses (maintenance and operating) | 1,770 38 |
| Damage and loss of freight and baggage | 293 13 |
| Damage to property and cattle | 6 20 |
| Personal injury | 123 27 |
| Agents and station service and supplies | 21,856 39 |
| Total operating expenses | \$238,744 61 |
| Taxes (estimated) | 8,000 00 |
| Total operating expenses and taxes | \$246,744 61 |

Average operating expenses (less taxes) per mile, \$1,378.99.

Average operating expenses (less taxes) per train mile, \$31.9.

Proportion of operating expenses (less taxes) to earnings, 89⁴⁹/₁₀₀ %.

EXPENSES IN ADDITION TO OPERATING EXPENSES AND TAXES.

| Paid for— | Whole line. |
|--|-------------|
| Additional equipment | \$4,128 00 |
| Additional real estate—new fence | 110 64 |
| Total additional expenses | \$4,238 64 |

GENERAL EXHIBIT.

NET INCOME, DIVIDENDS, BALANCES.

| | |
|---|--------------|
| Total income..... | \$266,782 78 |
| Operating expenses, less taxes..... | 238,744 61 |
| Excess of income over operating expenses..... | \$28,037 77 |
| Less taxes (estimated)..... | 8,000 00 |
| Excess of income over operating expenses and taxes..... | \$20,037 77 |
| Net income..... | 20,037 77 |
| Balance (loss) last year..... | 3,433 73 |
| Balance (profit)..... | \$16,904 04 |
| Balance (profit) carried forward to next year..... | \$16,904 04 |

CHARGES TO PROPERTY DURING THE YEAR.

Dr.

| | |
|-----------------------------|------------|
| Construction and equipment: | |
| Equipment..... | \$4,128 00 |
| New fence..... | 110 64 |

GENERAL BALANCE SHEET.

(There having been three Receivers prior to the present one, can not give continued balance sheet.)

| Assets. | | Liabilities. | |
|---------------------------------------|----------------|---|----------------|
| Construction account..... | \$6,441,395 00 | Capital stock..... | \$2,000,000 00 |
| Equipment account..... | 167,687 00 | Funded debt..... | 4,175,000 00 |
| <i>Other investments, as follows:</i> | | <i>Unfunded debt, as follows:</i> | |
| Machinery and tools..... | 2,800 00 | Interest unpaid on certificates.. | 350,000 00 |
| Right of way..... | 1,357 00 | Receiver's certificates..... | 805,022 00 |
| <i>Cash items, as follows:</i> | | Notes payable..... | 146,537 00 |
| Cash..... | 30,053 00 | Vouchers and accounts..... | 299,850 00 |
| Bills receivable..... | 2,300 00 | <i>Other liabilities:</i> | |
| Due from agents and companies..... | 10,200 00 | Floating debt of Company prior to appointment of Receiver.... | 503,082 00 |
| <i>Cash assets, as follows:</i> | | | |
| Materials and supplies..... | 15,000 00 | | |
| Debit balance..... | 1,575,609 00 | | |
| Total assets..... | \$8,279,491 00 | Total liabilities..... | \$8,279,491 00 |

ADDITIONAL INFORMATION.

Mail is carried daily (except Sundays) on one train each way. Contract price \$7,912.08 per year.

The American Express Company does business on this road, paying \$15 00 per day to June 1, 1886, after that \$25 00 per day.

This Company has a pooling arrangement at Decatur, Ill., with the Wabash, St. Louis & Pacific, Illinois Central, Peoria, Decatur & Evansville, Indianapolis, Decatur & Springfield, and Champaign & Havana lines; at Maroa with the Illinois Central R. R. on grain, lumber and stock; at Kenney with Illinois Central R. R. on grain and lumber; at Arcola with Illinois Central R. R. on grain, lumber, stock and merchandise.

This Company has one machine shop, located at Paris, Ill.; investment about \$10,000 00 and employing about 25 men.

The kind of work done there consists of repairs of locomotives and cars.

STATEMENT OF ACCIDENTS.

There were five accidents upon this road during the year, resulting in injuries to employees none fatal.

ILLINOIS AND ST. LOUIS RAILROAD AND COAL COMPANY.

ORGANIZATION AND CONSTRUCTION.

Chartered in February, 1841, as the St. Clair Railroad Company.

February, 1853, name changed to St. Clair Railroad and Coal Company.

February, 1859, name changed to Pittsburg Railroad and Coal Company.

February, 1865, name changed to Illinois and St. Louis Railroad and Coal Company.

January, 1871, was extended from Pittsburg, Ill., to Belleville, Ill.

April, 1871, main line put in operation from East St. Louis, Ill., to Belleville, Ill., 15 miles.

This Company has leased the Venice and Carondelet Railway, a belt line which is to run from Venice, Ill., to East Carondelet, Ill., when completed, a distance of 15 miles. At present six miles are completed and in operation, from Venice to a junction with the Illinois and St. Louis Road. The Illinois and St. Louis Railroad and Coal Company is to build, operate and maintain the V. and C. Railway, receiving therefor the bonds and coupons of said V. and C. Railway Company, of which John D. Perry, of St. Louis, Mo., is President.

OFFICERS.

| | |
|--|------------------|
| President, Joseph W. Branch | St. Louis, Mo. |
| Vice-President, Thomas McKissock | St. Louis, Mo. |
| General Solicitor, G. A. Koerner | Belleville, Ill. |
| Secretary, Treasurer and Auditor, P. F. Burke | St. Louis, Mo. |
| General Superintendent, C. H. Sharman | St. Louis, Mo. |
| General Freight, Passenger and Ticket Agent, P. F. Burke | St. Louis, Mo. |
| Master Mechanic, D. J. Timlin | Belleville, Ill. |

General offices at St. Louis, Mo., and Belleville, Ill.

DIRECTORS.

| | |
|--------------------------------|------------------|
| Jos. W. Branch | St. Louis, Mo. |
| Thos. McKissock | St. Louis, Mo. |
| John D. Perry | St. Louis, Mo. |
| W. A. Haggadeen | St. Louis, Mo. |
| Adolphus Meier | St. Louis, Mo. |
| C. S. Greeley | St. Louis, Mo. |
| Geo. S. Edgell | St. Louis, Mo. |
| G. A. Koerner | Belleville, Ill. |
| Russell Hinckney | Belleville, Ill. |
| J. B. Renchler | Belleville, Ill. |
| Jeff. Rainey | Belleville, Ill. |
| E. H. Wranglin | Belleville, Ill. |
| A. C. Huckle | Belleville, Ill. |
| L. D. Turner | Belleville, Ill. |
| B. F. Switzer (deceased) | Belleville, Ill. |

Date of annual election: Third Thursday in October.

CAPITAL STOCK

| | |
|--|--------------|
| Amount of common stock | \$617,000 00 |
| Amount of preferred stock | 900,000 00 |
| Number of stockholders in Illinois | 10 |
| Number elsewhere | 63 |
| Amount of stock held in Illinois | \$21,700 00 |
| Number of shares held in Illinois | 317 |

FUNDED DEBT IN DETAIL.

| Name of Bond. | When issued. | When due. | Rate per cent. | Interest. | | Amount of bonds. |
|--------------------------------------|--------------|-----------|----------------|---------------|--------------------------|------------------|
| | | | | When payable. | Amount paid during year. | |
| 1st mortgage | 1875 | 1895 | 8 | Semi annually | \$16,000 00 | \$2,000,000 00 |
| *Venice and Carondelet R'y Co.'s 1st | | | | | | |
| North End | 1880 | 1900 | 6 | Semi annually | 9,000 00 | 150,000 00 |
| South End | 1882 | 1902 | 6 | " | 9,000 00 | 150,000 00 |
| Total | | | | | \$34,000 00 | \$2,300,000 00 |
| Average bonded debt per mile for | | | | | | |
| 51 miles | | | | | | 9,804 00 |

Forty-three miles completed. Eight miles under construction.

*Interest and principal guaranteed by the Illinois and St. Louis Railroad and Coal Company.

UNFUNDED DEBT IN DETAIL.

| On What Account. | Amount. | |
|---|-------------|--------------|
| Notes due, unpaid: (Interest paid on same during year | \$20,589.98 | \$227,114 05 |
| Other liabilities: (Interest paid on same during year | 326.21 | 6,500 00 |
| Total interest paid | \$20,916.19 | |
| Total | | \$233,614 05 |

TOTAL LIABILITIES.

COMMON AND PREFERRED STOCK AND FUNDED AND UNFUNDED DEBT.

| Stocks and Bonds. | Total. |
|------------------------------------|----------------|
| Common stock | \$617,000 00 |
| Preferred stock | 900,000 00 |
| Bonded debt | 500,000 00 |
| Floating debt | 233,614 05 |
| Aggregate | \$2,250,614 05 |
| Average per mile for 51 mile | 39,549 00 |

LENGTH OF TRACK.

| Main Line. | Whole line, Miles. | Main line & branches, in Illinois. |
|--|--------------------|------------------------------------|
| From Dyke to Belleville | 15.00 | 15.00 |
| BRANCHES. | | |
| From Tenth Street Junction to Broadway, East St. Louis | .63 | .63 |
| “ main line to Gartside mine | .37 | .37 |
| “ “ “ Rose Hill mine | .64 | .64 |
| “ “ “ Northwestern mine | 2.36 | 2.36 |
| “ Venice to Junction | 6.00 | 6.00 |
| Total length of branches | 10.00 | 10.00 |
| Main line and branches | 25.00 | 25.00 |
| Sidings on main line | 14.00 | 14.00 |
| Sidings on branches | 4.00 | 4.00 |
| Aggregate length of all tracks | 43.00 | 43.00 |

All road in Illinois.

RAILS AND TIES.

| | |
|-----------------------------------|-------------|
| Iron— | |
| On road | 3 miles. |
| Average weight per yard | .56 pounds. |
| Steel— | |
| On road | .40 miles. |
| Average weight per yard | .60 pounds. |
| Ties— | |
| Average number per mile | 3,600 |
| Number laid during the year | 2,000 |

BRIDGES.

| | | |
|--------------------------------------|----------------|-----------|
| Number of piling on whole line | 2 Length | 440 feet. |
|--------------------------------------|----------------|-----------|

FENCING.

Wire in Illinois, 4 miles. Cost per rod, \$1.00.

STATIONS.

| | |
|---------------------------|----|
| Number in Illinois | 11 |
| Total on whole line | 11 |

EQUIPMENT.

| Description. | Whole Line. | Total. |
|--|-------------|--------|
| Locomotives— | | |
| Passenger | 3 | |
| Freight | 7 | 10 |
| Passenger equipment— | | |
| Coaches | 3 | |
| Express cars | 4 | |
| Baggage cars | 1 | 8 |
| Freight equipment— | | |
| Box cars | 6 | |
| Flat cars | 33 | |
| Coal cars | 420 | 459 |
| Total number cars of all classes | | 467 |

Platform and coupler used, Miller.
 Brake used, Standard Empire Vacuum.

AVERAGE LIFE OF RAILS, TIES, ETC.—IN YEARS.

| | |
|-----------------------|----|
| Rails— | |
| Iron..... | 7 |
| Steel..... | 12 |
| Joint Fastenings..... | 12 |
| Frogs..... | 6 |
| Ties— | |
| Oak..... | 6 |
| Gum..... | 2 |

EMPLOYES.

NUMBER, CHARACTER OF SERVICE, AND ANNUAL SALARIES OF EMPLOYES.

| Average No. employed. | Officers and Em-loyés. | Average yearly salary. | Aggregate yearly salary. |
|-----------------------|---|------------------------|--------------------------|
| 4 | General officers..... | \$2,775 00 | \$11,100 00 |
| 1 | Master mechanic..... | 1,500 00 | 1,500 00 |
| 6 | Clerks..... | 800 00 | 4,800 00 |
| 3 | Machinists..... | 650 00 | 1,950 00 |
| 1 | Passenger conductor..... | 1,200 00 | 1,200 00 |
| 2 | Freight conductors..... | 1,100 00 | 2,200 00 |
| 1 | Passenger engineer..... | 1,400 00 | 1,400 00 |
| 2 | Freight engineers..... | 965 00 | 1,932 00 |
| 3 | Firemen..... | 650 00 | 1,950 00 |
| 5 | Wipers..... | 467 00 | 2,335 00 |
| 6 | Brakemen..... | 625 00 | 3,750 00 |
| 3 | Station agents not telegraph operators..... | 960 00 | 2,880 00 |
| 2 | Telegraph operators not station agents..... | 540 00 | 1,080 00 |
| 4 | Carpenters..... | 800 00 | 3,200 00 |
| 4 | Section foremen..... | 600 00 | 2,400 00 |
| 16 | Sectionmen..... | 400 00 | 6,400 00 |
| 6 | Laborers..... | 300 00 | 1,800 00 |
| 1 | Flagman..... | 480 00 | 480 00 |
| 2 | Watchmen..... | 480 00 | 960 00 |
| 1 | Pumper..... | 554 40 | 554 40 |
| 19 | Other employes..... | 582 67 | 11,070 85 |
| 92 | Total..... | | \$65,542 25 |

Of these employes, all are employed in Illinois, and their aggregate annual salary is \$65,542.25.

TRAFFIC.

PASSENGERS AND FREIGHT CARRIED.

Whole line.

| | |
|---|------------|
| Total passengers carried..... | 133,219 |
| Number of passengers carried one mile..... | 1,732,550 |
| Average number cars in passenger train..... | 2 |
| Average number of miles traveled by each passenger..... | 13 |
| Average receipt per passenger per mile..... | 1 1/2 cts. |
| Total tons of freight carried..... | 253,642 |
| Average tons of freight carried one mile..... | 3,043,704 |
| Average number of cars in freight train..... | 27 |
| Average number tons of freight per train..... | 105 |
| Average number tons of freight per car..... | 15 |
| Average receipt per ton freight per mile..... | 1 1/2 cts. |
| Proportion freight carried in Illinois..... | 100 % |

FREIGHT CLASSIFIED.

| | Whole line, tons. |
|---|----------------------|
| Corn, wheat, rye, oats and barley | 1,270 |
| Flour | 467 |
| Provisions | 538 |
| Salt | 309 |
| Agricultural implements | 808 |
| Lumber | 1,477 |
| Stone, brick, sand, lime, clay, cement and stucco | 1,947 |
| Coal | 242,645 |
| Merchandise | 4,181 |
| Total tons | 253,642 |

MILEAGE.

TRAIN MILEAGE.

| Trains. | In Illinois. |
|---------------------------|--------------|
| Passenger | 52,175 |
| Freight | 28,960 |
| Construction | 1,400 |
| Switching | 30,350 |
| Total train mileage | 112,825 |

CAR MILEAGE.

| Cars. | In Illinois. |
|-----------------------------------|--------------|
| Passenger, mail and baggage | 108,660 |
| Freight | 486,000 |
| Total car mileage | 594,660 |
| Empty freight car mileage | 226,800 |

PASSENGER MILEAGE AND FREIGHT MILEAGE.

| Passenger Mileage. | In Illinois. | Freight Mileage. | In Illinois. |
|-------------------------------|--------------|-----------------------------|--------------|
| Through | 108,660 | Through | 486,000 |
| Total passenger mileage | 108,660 | Total freight mileage | 486,000 |

INCOME.

MONTHLY TRANSPORTATION EARNINGS—WHOLE LINE.

| Months. | From pas- senger department. | From freight department. | Total. |
|--------------------|------------------------------------|--------------------------------|--------------|
| 1885, July..... | \$2,655 41 | \$8,942 89 | \$11,598 30 |
| " August..... | 2,642 20 | 11,134 07 | 13,776 27 |
| " September..... | 2,643 74 | 14,296 85 | 16,940 59 |
| " October..... | 4,153 54 | 14,887 10 | 19,040 64 |
| " November..... | 2,878 91 | 11,410 65 | 14,289 56 |
| " December..... | 2,465 14 | 11,493 12 | 13,958 26 |
| 1886, January..... | 2,169 13 | 10,801 40 | 12,973 53 |
| " February..... | 2,194 08 | 10,761 17 | 12,955 25 |
| " March..... | 2,709 44 | 10,748 84 | 13,458 28 |
| " April..... | 2,623 67 | 11,378 89 | 14,002 56 |
| " May..... | 2,928 18 | 9,754 69 | 12,682 87 |
| " June..... | 2,947 39 | 7,407 79 | 10,355 18 |
| Total..... | \$23,010 83 | \$133,020 46 | \$166,031 29 |

INCOME FROM OTHER SOURCES.

| Sources. | Whole line. |
|-------------------------------|-------------|
| Belt and transfer rental..... | \$18,000 00 |
| Miscellaneous..... | 5,717 83 |
| Total..... | \$23,717 83 |

TOTAL INCOME FROM ALL SOURCES.

| Sources. | Whole line. |
|--|--------------|
| From passenger and freight department..... | \$166,031 29 |
| From other sources..... | 23,717 83 |
| Total income from all sources..... | \$189,749 12 |

DEDUCTIONS MADE FROM TRANSPORTATION EARNINGS.

| Average Earnings. | Whole-line |
|---|------------------|
| Average passenger department earnings per mile..... | \$2,200 72 |
| train mile..... | 63 ^b |
| Average freight department earnings per mile..... | 8,868 03 |
| train mile..... | 4 63 |
| Average gross transportation earnings per mile..... | 11,068 75 |
| train mile..... | 1 17 |
| Average net transportation earnings per mile..... | 6,545 59 |
| train mile..... | 87 |
| The ratio of passenger to freight earnings was..... | As 100 is to 403 |

OPERATING EXPENSES AND TAXES.

| Items of Operating Expenses. | In Illinois. |
|--|--------------|
| Salaries general officers and clerks..... | \$12,370 70 |
| Law expenses..... | 1,717 75 |
| Insurance..... | 423 70 |
| Stationery and printing..... | 752 75 |
| Contingencies, incidentals, etc..... | 12,425 15 |
| Repairs or renewals—bridges (including culverts and cattle-guards)..... | 3,212 34 |
| Repairs or renewals—buildings..... | 1,712 11 |
| Repairs or renewals—fences, road-crossings or signs, rails, ties, roadway and track..... | 10,754 46 |
| Repairs of locomotives..... | 4,507 95 |
| Fuel for locomotives..... | 2,290 26 |
| Water supply..... | 1,371 33 |
| Oil and waste..... | 900 22 |
| Locomotive service..... | 7,263 88 |
| Repairs of passenger cars..... | 1,576 74 |
| Repairs of freight cars..... | 7,639 02 |
| Freight and passenger train service..... | 8,458 59 |
| Freight train supplies..... | 99 06 |
| Telegraph expenses (maintenance and operating)..... | 1,320 00 |
| Damage and loss of freight and baggage..... | 294 17 |
| Damage to property and cattle..... | 56 00 |
| Personal injury..... | 241 15 |
| Agents and station service..... | 10,620 01 |
| Station supplies..... | 1,557 94 |
| Total operating expenses..... | \$91,565 28 |
| Taxes..... | 9,517 11 |
| Total operating expenses and taxes..... | \$101,082 39 |

Average operating expenses (less taxes) per mile, \$6.104.35.

Average operating expenses (less taxes) per train mile 81¹/₁₀.Proportion of operating expenses (less taxes) to earnings, 48²/₁₀ per cent.

EXPENSES IN ADDITION TO OPERATING EXPENSES AND TAXES.

| | |
|--------------------------------|-------------|
| Additional real estate..... | \$500 00 |
| Interest on funded debt..... | 34,000 00 |
| Interest on unfunded debt..... | 20,916 19 |
| Total additional expenses..... | \$55,416 19 |

GENERAL EXHIBIT.

NET INCOME, DIVIDENDS, BALANCES.

| | |
|---|--------------|
| Total income..... | \$189,749 12 |
| Operating expenses, less taxes..... | 91,565 28 |
| Excess of income over operating expenses..... | \$98,183 84 |
| Less taxes..... | 9,517 11 |
| Excess of income over operating expenses and taxes..... | \$88,666 73 |
| Interest on funded debt..... | \$34,000 00 |
| Interest on unfunded debt..... | 20,916 19 |
| | 54,916 19 |
| Net income..... | \$33,750 54 |
| Balance for the year..... | \$33,750 54 |
| Balance (profit) last year..... | 252,649 51 |
| Balance (profit)..... | \$252,649 51 |
| Balance (profit) carried forward to next year..... | \$252,649 51 |

CREDITS TO PROPERTY DURING THE YEAR.

Property sold or reduced in value—

| | |
|--------------------|------------|
| Real estate..... | \$1,788 50 |
| Total credits..... | \$1,788 50 |
| Total charges..... | 500 00 |
| Net reduction..... | \$1,288 50 |

GENERAL BALANCE SHEET.

ASSETS AND LIABILITIES.

| Assets. | | Liabilities. | |
|---|----------------|----------------------------|----------------|
| Construction and equipment account..... | \$964,611 75 | Capital stock..... | \$1,517,000 00 |
| Other investments, as follows: | | Funded debt..... | 200,000 00 |
| J. W. Branch, Trustee..... | 156,900 00 | Unfunded debt, as follows: | |
| Cash items, as follows: | | Notes payable..... | 227,114 05 |
| Cash..... | 1,863 66 | Vouchers and accounts..... | 7,420 28 |
| Due from agents and companies..... | 74,030 58 | Other liabilities..... | 13,727 40 |
| Cash assets, as follows: | | Profit and loss..... | 238,942 27 |
| Materials and supplies..... | 6,798 01 | | |
| Total assets..... | \$2,204,204 00 | Total liabilities..... | \$2,204,204 00 |

LOCAL EXHIBIT OF ILLINOIS BUSINESS.

INCOME, EXPENSES, BALANCES, ETC.

| | |
|--|---------------------|
| Total income..... | \$189,749 12 |
| From freights..... | 133,020 46 |
| From passengers..... | 33,010 83 |
| From other sources..... | 23,717 83 |
| Number of tons of local freight carried..... | 253,642 |
| Number of local passengers carried..... | 133,219 |
| Receipts per ton per mile on local freight carried..... | 4 $\frac{1}{2}$ cc. |
| Receipts per passenger per mile on local passengers carried..... | 1 $\frac{1}{16}$ |
| Total income..... | 189,749 12 |
| Operating expenses, (less taxes)..... | 91,565 28 |
| Taxes..... | 9,517 11 |
| Excess of income over operating expenses and taxes..... | 88,666 73 |
| Interest on funded debt..... | 34,000 00 |
| Interest on unfunded debt..... | 20,916 19 |
| Net income on Illinois business..... | \$33,750 54 |

ADDITIONAL INFORMATION.

Contract with the United States Government for the transportation of mails is \$600 per annum.

The Illinois and St. Louis Railroad and Coal Company has pooling arrangements with the Cairo Short Line, Louisville and Nashville, Indianapolis and St. Louis, Wabash, Vandalia and Ohio and Mississippi.

Contracts operate at East St. Louis and Belleville.

The policy which dictates or renders necessary such arrangements is the maintenance of rates and avoidance of throat-cutting.

Denominate all freight as local.

One machine shop in Illinois, located at Belleville, Ill.; men employed, twenty; kinds of work done, repairing only.

Average receipt per ton per mile, for the transportation of Illinois coal, for the year ending June 30, 1886, was 3 $\frac{1}{16}$ cc.

Gross number of tons of Illinois coal carried for the year ending June 30, 1886, was 232,642.

STATEMENT OF ACCIDENTS.

There was one accident on this road during the last year. On May 11, 1886, Jas. Henderson, a switchman, was bruised while coupling cars.

INDIANA, BLOOMINGTON AND WESTERN RAILWAY.

ORGANIZATION AND CONSTRUCTION.

The Indianapolis, Bloomington and Western Railway Company was formed July 26, 1869 by the consolidation of the Indianapolis, Crawfordsville and Danville and the Danville, Urbana, Bloomington and Pekin Railroads. The road was opened from Indianapolis to Pekin October 1, 1869.

Default was made October 1, 1874, a Receiver appointed December 1, 1874, and the property sold under foreclosure February 6, 1879. The present Company took possession August 9, 1879.

The Company was consolidated with the Ohio, Indiana and Pacific Railway Company March 23, 1881, forming a new company under the present name, for the purpose of extending its line to Columbus, Ohio.

This Company made a perpetual lease, May 1, 1881, of the Cincinnati, Sandusky and Cleveland and the Columbus, Springfield and Cincinnati Railroads—190.63 miles.

OFFICERS.

| | |
|---|--------------------|
| President, Austin Corbin..... | New York, N. Y. |
| Vice President, Alfred Sully..... | New York, N. Y. |
| General Solicitor, C. W. Fairbanks..... | Indianapolis, Ind. |
| Secretary, J. D. Campbell..... | New York, N. Y. |
| Treasurer, F. W. Dunton..... | Jamaica, N. Y. |
| Auditor, C. B. Lockwood..... | Indianapolis, Ind. |
| General Manager, C. E. Henderson..... | Indianapolis, Ind. |
| General Superintendent, I. H. Wilson..... | Indianapolis, Ind. |
| Division Superintendent, W. H. Van Tassell..... | Springfield, O. |
| Chief Engineer, M. M. Defrees..... | Indianapolis, Ind. |
| General Freight Agent, H. C. Diehl..... | Indianapolis, Ind. |
| General Passenger Agent, H. M. Bronson..... | Indianapolis, Ind. |
| General Ticket Agent, H. M. Bronson..... | Indianapolis, Ind. |
| Purchasing Agent, H. C. Norton..... | Indianapolis, Ind. |
| Superintendent of Telegraph, I. H. Wilson..... | Indianapolis, Ind. |
| Master Mechanic, E. Hiscrodt..... | Indianapolis, Ind. |
| General Road Master, John Sloan..... | Indianapolis, Ind. |

General office at Indianapolis, Ind.

DIRECTORS.

| | |
|---------------------------|-------------------|
| Austin Corbin..... | New York, N. Y. |
| Alfred Sully..... | New York, N. Y. |
| J. R. Maxwell..... | Brooklyn, N. Y. |
| I. B. Edmonds..... | Washington, D. C. |
| H. W. Maxwell..... | Brooklyn, N. Y. |
| Joseph Dorr..... | Boston, Mass. |
| Fred. W. Peck..... | Chicago, Ill. |
| G. E. Leighton..... | St. Louis, Mo. |
| F. W. Dunton..... | Jamaica, N. Y. |
| Robert K. Dow..... | Claremont, N. H. |
| Henry Graves..... | New York, N. Y. |
| John L. Farwell..... | Claremont, N. H. |
| James K. O. Sherwood..... | Glen Cove, L. I. |

Annual election, second Tuesday in May.

CAPITAL STOCK.

| | |
|-----------------------------|-----------------|
| Amount of common stock..... | \$10,000,000 00 |
|-----------------------------|-----------------|

FUNDED DEBT IN DETAIL.

| Name of bond. | When issued. | When due. | Rate per cent. | Interest, | Amount of bonds. |
|------------------------------------|----------------|-------------|----------------|---------------|------------------|
| | | | | When payable | |
| 1st preferred bonds | April 15, 1879 | Jan., 1900 | 7 | Jan. and July | \$1,000,000 00 |
| 1st mortgage bonds | " " | April, 1900 | 5 | Apr. and Oct. | 3,500,000 00 |
| 2d mortgage bonds | " " | " " | 5 | " " | 1,500,000 00 |
| 1st mortgage bonds, E. D. | June 1, 1881 | June, 1921 | 6 | June and Dec. | 3,000,000 00 |
| Income bonds | " 17, 1881 | April, 1919 | " | " | 71,800 00 |
| Income bonds, consols. | " 15, 1881 | July, 1921 | " | " | 4,565,500 00 |
| Debenture | Aug. 1, 1883 | " | 6 | " | 500,000 00 |
| Total | | | | | \$14,137,300 00 |
| Average bonded debt per mile | | | | | \$45,813 55 |

TOTAL LIABILITIES.

COMMON STOCK AND FUNDED DEBT.

| Stocks and Bonds. | Total. |
|--|-----------------|
| Common stock | \$10,000,000 00 |
| Bonded debt | 4,637,300 00 |
| Aggregate | \$23,637,300 00 |
| Average per mile, for 522 13 miles | 44,420 16 |

LENGTH OF TRACK.

| Main line. | Whole line, Miles. | Main line and branches, Miles. | In Illinois, Miles. | Main line and branches, in Illinois. |
|--|--------------------|--------------------------------|---------------------|--------------------------------------|
| From Pekin, Ill., to Springfield, O. | 341 13 | 532 13 | 122 50 | 122 50 |
| BRANCHES. | | | | |
| From Springfield, O., to Columbus, O. | 15 00 | | | |
| From Springfield, O., to Sandusky, O. | 130 20 | | | |
| From Carey, O., to Findlay, O. | 15 50 | | | |
| Total length of branches | 160 70 | | | |
| Main line and branches | 501 83 | 532 13 | | |
| Setlings on main line | 31 50 | | 18 62 | |
| Setlings on branches | 13 72 | 95 22 | 5 21 | 24 83 |
| Aggregate length of all tracks | | 627 35 | | 116 33 |

RAILS AND TIES.

| | |
|------------------------------|--------------|
| Iron— | |
| On road..... | 128.1 miles. |
| Steel— | |
| On road..... | 404.7 miles. |
| Average weight per yard..... | 60 lbs. |
| Ties— | |
| Average number per mile..... | 3,000 |

EQUIPMENT.

| Description. | Whole line. | Total. |
|--|-------------|--------|
| Locomotives— | | |
| Passenger and freight..... | 97 | 97 |
| Passenger equipment— | | |
| Coaches..... | 52 | |
| Sleepers and chair cars..... | 10 | |
| Express, baggage and mail cars..... | 26 | |
| Combination..... | 3 | |
| | | 91 |
| Freight equipment— | | |
| Box, stock, cabooses, flat cars and coal cars..... | 4,351 | |
| Other cars..... | 57 | |
| | | 4,408 |
| Total number cars of all classes..... | | 4,499 |

Platform and coupler used: Miller.
 Brake used: Westinghouse.

AVERAGE LIFE OF LOCOMOTIVES, CARS, RAILS, TIES, (BRIDGES, ETC.

| Equipment and Superstructure. | Average life in years. |
|-------------------------------|------------------------|
| Locomotives— | |
| Passenger..... | 15 |
| Freight..... | 15 |
| Cars— | |
| Passenger..... | 6 |
| Baggage..... | 6 |
| Box..... | 9 |
| Stock..... | 7 |
| Coal..... | 6 |
| Flat..... | 6 |
| Rails— | |
| Steel..... | 20 |
| Ties— | |
| Oak..... | 5 |
| Telegraph poles— | |
| Other than cedar..... | 5 |

EMPLOYES.

NUMBER AND CHARACTER OF SERVICE OF EMPLOYEES.

| Average No. em- ployed. | Officers and Employés. |
|-------------------------------|--|
| 9 | General officers..... |
| 1 | Division superintendent..... |
| 1 | Civil engineer..... |
| 2 | Master mechanics..... |
| 4 | Road masters..... |
| 117 | Clerks..... |
| 171 | Machinists..... |
| 58 | Passenger and freight conductors..... |
| 92 | Passenger and freight engineers..... |
| 92 | Firemen..... |
| 62 | Wipers..... |
| 60 | Baggagemen..... |
| 100 | Brakemen..... |
| 88 | Station agents not telegraph operators and Station agents also telegraph opera- tors..... |
| 65 | Telegraph operators not station agents..... |
| 474 | Sectionmen..... |
| 199 | Laborers..... |
| 98 | Flagmen, switchmen and watchmen..... |
| 187 | Other employes..... |
| 1,880 | Total..... |

TRAFFIC.

PASSENGERS AND FREIGHT CARRIED.

| | Whole line. |
|---|-------------|
| Through passengers..... | 56,747 |
| Local passengers..... | 799,276 |
| Total passengers carried..... | 856,023 |
| Number of passengers carried one mile..... | 31,511,470 |
| Average number cars in passenger train..... | 5 |
| Average number of miles traveled by each passenger..... | 62.1 |
| Average receipts per passenger per mile..... | 2,215 |
| Average cost per passenger per mile..... | .0351 |
| Through freight, in tons..... | 1,147,479 |
| Local freight, in tons..... | 1,366,822 |
| Total tons freight carried..... | 2,514,301 |
| Average tons of freight carried one mile..... | 227,158,507 |
| Average number of cars in freight train..... | 35 |
| Average number tons of freight per train..... | 700 |
| Average number tons of freight per car..... | 20 |
| Average receipt per ton freight per mile..... | .0056 |

MILEAGE.

TRAIN MILEAGE.

| Trains. | Whole line. |
|--------------------------|-------------|
| Passenger..... | 1,155,101 |
| Freight..... | 1,074,964 |
| Construction..... | 47,065 |
| Switching..... | 1,587,246 |
| Total train mileage..... | 3,864,349 |

INCOME.

MONTHLY TRANSPORTATION EARNINGS—WHOLE LINE.

| Months. | From passenger department. | From freight department. | Total. |
|--------------------|----------------------------------|--------------------------------|----------------|
| 1885, July..... | \$77,918 43 | \$94,767 71 | \$172,686 14 |
| " August..... | 93,086 96 | 156,895 48 | 249,982 44 |
| " September..... | 92,672 25 | 150,461 86 | 243,134 11 |
| " October..... | 85,434 48 | 137,965 19 | 223,399 67 |
| " November..... | 74,484 35 | 141,728 33 | 216,212 68 |
| " December..... | 75,905 48 | 161,740 62 | 237,646 10 |
| 1886, January..... | 62,831 14 | 126,146 24 | 188,977 38 |
| " February..... | 63,095 51 | 129,186 34 | 192,281 85 |
| " March..... | 75,621 99 | 131,921 30 | 207,543 29 |
| " April..... | 69,737 58 | 104,861 50 | 174,599 08 |
| " May..... | 69,055 01 | 119,722 77 | 188,777 78 |
| " June..... | 78,248 63 | 120,047 72 | 198,296 35 |
| Total..... | \$918,091 81 | \$1,575,445 06 | \$2,493,536 87 |

TOTAL INCOME FROM ALL SOURCES.

| Sources. | Whole line. | In Illinois. |
|------------------------------------|----------------|--------------|
| From passenger department..... | \$918,091 81 | \$211,161 11 |
| From freight department..... | 1,575,445 06 | 302,352 36 |
| Total income from all sources..... | \$2,493,536 87 | \$573,513 47 |

DEDUCTIONS MADE FROM TRANSPORTATION EARNINGS.

| Average earnings. | Whole line. |
|--|-------------|
| Average passenger department earnings per mile | \$1,725 31 |
| Average freight department earnings per mile | 2,969 63 |
| Average gross transportation earnings per mile | 4,685 94 |
| Average net transportation earnings per mile | 1,648 88 |

OPERATING EXPENSES AND TAXES.

| Items of Operating Expenses. | Whole line. |
|--|-------------|
| Salaries general officers and clerks..... | \$58,689 23 |
| Law expenses..... | 9,158 41 |
| Insurance..... | 6,960 92 |
| Stationery and printing..... | 17,290 32 |
| Outside agencies and advertising | 34,848 76 |
| Contingencies..... | 47,182 47 |
| Repairs or renewals—bridges (including culverts and cattle-guards) | 39,403 76 |
| Repairs or renewals—buildings | 11,419 38 |
| Chair car service expenses..... | 5,162 08 |
| Repairs and expenses—E., H., M., S. & F. F..... | 24,904 08 |
| Repairs of roadway and track | 210,865 73 |
| Repairs of locomotives | 122,581 01 |
| Fuel for locomotives..... | 163,910 79 |
| Water supply..... | 28,104 50 |
| Oil and waste..... | 24,967 24 |
| Locomotive service..... | 180,737 46 |

Operating Expenses—Continued.

| Items of Operating Expenses. | Whole line. |
|---|----------------|
| Repairs of passenger cars..... | \$52,015 52 |
| Passenger train service..... | 45,652 98 |
| Passenger train supplies and expenses..... | 8,382 97 |
| Yard service..... | 54,369 68 |
| Repairs of freight cars..... | 108,170 27 |
| Freight train service..... | 77,264 78 |
| Freight train supplies..... | 1,958 48 |
| Mileage of freight cars (debit balance)..... | 90,975 00 |
| Telegraph expenses (maintenance and operating)..... | 2,303 58 |
| Damage and loss of freight and baggage..... | 9,237 09 |
| Damage to property and cattle..... | 11,652 40 |
| Personal injury and baggage loss and damage..... | 18,534 71 |
| Agents and station service..... | 110,930 78 |
| Station expenses..... | 47,468 16 |
| Total operating expenses..... | \$1,616,111 54 |

Average operating expenses (less taxes) per mile, \$3,037.06.

Proportion of operating expenses (less taxes) to earnings, 64⁵¹/₁₀₀ per cent.

EXPENSES IN ADDITION TO OPERATING EXPENSES AND TAXES.

| Paid for— | Whole line. |
|--|----------------|
| Additional equipment..... | \$21,073 57 |
| Additional real estate..... | 12,080 93 |
| | \$33,154 50 |
| Construction and new work..... | 34,611 69 |
| Leased lines—rental and terminals..... | 342,795 79 |
| Interest on funded debt..... | 576,701 58 |
| New York office..... | 14,867 42 |
| Total additional expenses..... | \$1,002,130 98 |

GENERAL EXHIBIT.

NET INCOME, DIVIDENDS, BALANCES.

| | |
|--|----------------|
| Total income..... | \$2,493,536 87 |
| Operating expenses, less taxes..... | 1,616,111 54 |
| Excess of income over operating expenses..... | \$877,425 33 |
| Less taxes..... | 37,642 25 |
| Excess of income over operating expenses and taxes..... | \$839,783 08 |
| Interest on funded debt..... | \$576,701 58 |
| Interest on unfunded debt, included in operating expenses..... | |
| Rentals..... | 342,795 79 |
| | \$919,497 37 |
| Net income (deficit)..... | \$79,714 29 |
| Balance (profit) last year..... | 74,036 97 |
| Balance (loss)..... | \$5,677 32 |
| Balance (loss) carried forward to next year..... | \$5,677 32 |

GENERAL BALANCE SHEET.

ASSETS AND LIABILITIES.

| Assets. | | Liabilities. | |
|---|-----------------|-----------------------------------|-----------------|
| Construction account..... | \$908,370 01 | Capital stock..... | \$10,000,000 00 |
| Equipment account..... | 352,591 32 | Funded debt..... | 14,137,300 00 |
| <i>Other investments, as follows:</i> | | <i>Unfunded debt, as follows:</i> | |
| Cost of property..... | 23,579,651 75 | Interest unpaid..... | 200,587 70 |
| Advances—account insurance..... | 2,511 62 | Notes payable..... | 833,096 91 |
| " " taxes..... | 46,996 71 | Vouchers and accounts..... | 485,029 83 |
| " " court..... | 828 70 | | |
| Real estate and right of way .. | 92,041 45 | | |
| <i>Cash items, as follows:</i> | | | |
| Cash..... | 10,702 43 | | |
| Due from agents and com- panies..... | 202,283 33 | | |
| <i>Cash assets, as follows:</i> | | | |
| Materials and supplies..... | 133,801 73 | | |
| Sinking fund..... | 30,000 00 | | |
| Debit balance..... | 296,235 39 | | |
| Total assets..... | \$25,656,014 44 | Total liabilities..... | \$25,656,014 44 |

INDIANA, ILLINOIS AND IOWA RAILROAD.

ORGANIZATION AND CONSTRUCTION.

The original charter of this Company in the State of Illinois was commenced July 8, 1881, under the name of Indiana, Illinois and Iowa Railroad Company.

About the same time companies under the same name were chartered in the States of Indiana and Iowa, and on the 27th day of December, 1881, the aforesaid three companies consolidated into one company, retaining the name of Indiana, Illinois and Iowa Railroad Company.

On April 20, 1883, the charter was amended, changing the principal business office of the Company from the city of Chicago, Ill., to Kankakee, Ill. The main line, from Streator, Ill., to North Judson, Ind., 100 miles, was put in operation October 1, 1883. There are no branch lines, no leased lines, nor running arrangements with any other roads.

OFFICERS.

| | |
|---|--------------------|
| President, F. M. Drake | Centreville, Iowa. |
| Vice-President, Geo. H. Holt | New York, N. Y. |
| Secretary, E. Fletcher | Kankakee, Ill. |
| Treasurer, E. Fletcher | Kankakee, Ill. |
| Auditor, J. C. McCune | Kankakee, Ill. |
| General Superintendent, T. P. Shonts | Kankakee, Ill. |
| Chief Engineer, R. D. Gregg | Kankakee, Ill. |
| Traffic Manager, T. P. Shonts | Kankakee, Ill. |
| General Freight Agent, T. P. Shonts | Kankakee, Ill. |
| General Passenger Agent, T. P. Shonts | Kankakee, Ill. |
| General Ticket Agent, T. P. Shonts | Kankakee, Ill. |
| Purchasing Agent, T. P. Shonts | Kankakee, Ill. |
| Superintendent of Telegraph, D. L. Murphy | Kankakee, Ill. |
| General Baggage Agent, E. Fletcher | Kankakee, Ill. |
| Master Mechanic, J. D. Ackley | Kankakee, Ill. |
| General Road Master, R. D. Gregg | Kankakee, Ill. |

General office at Kankakee, Illinois.

Date of annual election, third Wednesday in January.

DIRECTORS.

| | |
|------------------|----------------------------------|
| F. M. Drake | Centreville, Ia. |
| Geo. H. Holt | No. 11 Wall st., New York, N. Y. |
| Thos. Thatcher | Keokuk, Ia. |
| Samuel Merrill | Des Moines, Ia. |
| J. D. Harvey | Chicago, Ill. |
| A. W. Spies | No. 11 Wall st., New York, N. Y. |
| Joshua Willbourn | Providence, R. I. |

CAPITAL STOCK.

| | |
|------------------------------------|----------------|
| Amount of common stock | \$3,598,000 00 |
| Number of stockholders in Illinois | 4 |
| Number elsewhere | 7 |
| Amount of stock held in Illinois | \$3,597,300 00 |
| Number of shares held in Illinois | 35,973 |

FUNDED DEBT IN DETAIL.

| Name of Bond. | When issued. | When due. | Interest. | | Amount of bonds. |
|--------------------------------------|--------------|---------------|----------------|------------------|------------------|
| | | | Rate per cent. | When payable | |
| Indiana, Illinois and Iowa 1st mort. | Nov. 15, '82 | Nov. 15, '87 | 6 | May 15, Nov., 15 | \$600,000 00 |
| Indiana, Illinois and Iowa 2d mort. | Nov. 15, '83 | Nov. 15, 1903 | | | 140,000 00 |
| Total | | | | | \$740,000 00 |

□ Average bonded debt per mile for 108.35 miles, \$6,829.00.

UNFUNDED DEBT IN DETAIL.

| On what account. | Amount. |
|----------------------|-------------|
| Interest unpaid..... | \$88,800 00 |
| Total | \$88,800 00 |

TOTAL LIABILITIES.

COMMON STOCK AND FUNDED AND UNFUNDED DEBT.

| Stocks and bonds. | Total. |
|---|----------------|
| Common stock..... | \$3,538,000 00 |
| Bonded debt | 740,000 00 |
| Floating debt..... | 88,000 00 |
| Aggregate | \$4,426,000 00 |
| Average per mile, for 108.35 miles..... | \$40,036 00 |

LENGTH OF TRACK.

| Main Line. | Whole line. Miles. | In Illinois. Miles. | Main line and branches, in Illinois. |
|-------------------------------------|-----------------------|------------------------|---|
| From North Judson to Streator | 108.35 | 68.95 | 68.95 |
| Main line and branches..... | 108.35 | 68.95 | |
| Sidings on main line | 7.87 | 5.67 | |
| Aggregate length of all tracks..... | 116.22 | | 74.62 |

Proportion of road in Illinois, 0.6363 per cent.

RAILS AND TIES.

| | | |
|----------------------------------|---------------|--|
| Iron— | | |
| On road..... | 12.87 miles. | |
| Average weight per yard..... | 56 pounds. | |
| Re-laid during the year..... | 0.67 miles. | |
| Steel— | | |
| On road..... | 103.35 miles. | |
| Average weight per yard..... | 56 pounds. | |
| Ties— | | |
| Average number per mile..... | 2,800 | |
| Number laid during the year..... | 2,524 | |

BRIDGES.

| | | |
|-----------------------------------|---------|---------------------|
| Number of wooden in Illinois..... | 1..... | length, 536 feet. |
| Number of piling in Illinois..... | 63..... | length, 4,400 feet. |
| Total..... | 64..... | length, 4,936 feet. |

FENCING.

There are 210 miles of wire fencing on the whole line, 130 miles being in Illinois. Cost per rod, 80 cents.

STATIONS.

| | |
|-----------------------------|----|
| Number in Illinois..... | 13 |
| Number out of Illinois..... | 7 |
| Total on whole line..... | 20 |

EQUIPMENT.

| Description. | Whole line. | Total. |
|---------------------------------------|-------------|--------|
| Locomotives— | | |
| Passenger..... | 1 | |
| Freight..... | 8 | 9 |
| Passenger equipment— | | |
| Coaches..... | 3 | |
| Baggage cars..... | 2 | 5 |
| Freight equipment— | | |
| Box cars..... | 6 | |
| Caboose..... | 4 | |
| Flat cars..... | 6 | |
| Coal cars..... | 67 | |
| Other cars..... | 33 | 116 |
| Total number cars of all classes..... | | 121 |

Platform and coupler used, Janney.

Brake used, hand

EMPLOYES.

NUMBER, CHARACTER OF SERVICE, AND ANNUAL SALARIES OF EMPLOYES.

| Average No. employed. | Officers and Employés. | Average yearly salary. | Aggregate yearly salary. |
|-----------------------|--|------------------------|--------------------------|
| 3 | General officers..... | \$1,532 55 | \$4,597 65 |
| 1 | Superintendent of transportation..... | 1,500 00 | 1,500 00 |
| 1 | Master mechanic..... | 1,500 00 | 1,500 00 |
| 1 | Road master..... | 930 00 | 930 00 |
| 4 | Clerks..... | 796 57 | 3,186 30 |
| 3 | Machinists..... | 714 58 | 2,143 74 |
| 1 | Passenger conductor..... | 900 00 | 900 00 |
| 2 | Freight conductors..... | 554 61 | 1,109 23 |
| 1 | Passenger engineer..... | 1,020 00 | 1,020 00 |
| 2 | Freight engineers..... | 832 16 | 1,664 33 |
| 3 | Firemen..... | 530 46 | 1,591 39 |
| 5 | Wipers..... | 335 31 | 1,676 55 |
| 2 | Baggagemen..... | 494 90 | 989 90 |
| 5 | Brakemen..... | 510 26 | 2,551 34 |
| 3 | Station agents not telegraph operators..... | 588 60 | 1,765 80 |
| 9 | Station agents also telegraph operators..... | 443 33 | 3,989 95 |
| 5 | Telegraph operators not station agents..... | 380 72 | 1,903 60 |
| 4 | Carpenters..... | 559 56 | 2,238 25 |
| 18 | Section foremen..... | 542 22 | 9,760 00 |
| 42 | Sectionmen..... | 346 40 | 14,548 81 |
| 5 | Laborers..... | 316 78 | 1,583 89 |
| 1 | Flagman..... | 357 00 | 357 00 |
| 4 | Switchmen and watchmen..... | 365 71 | 1,462 85 |
| 1 | Bridge tender and pumper..... | 240 00 | 240 00 |
| 2 | Other employes..... | 521 64 | 1,043 28 |
| 128 | Total..... | \$16,813 36 | \$64,253 86 |

Of these employés 121 are employed in Illinois, and their aggregate annual salary is \$61,932.06.

TRAFFIC.

PASSENGERS AND FREIGHT CARRIED.

| | Whole line. | In Illinois. |
|--|-------------------|--------------|
| Through passengers..... | 585 | 277 |
| Local passengers..... | 18,870 | 14,127 |
| Total passengers carried..... | 19,455 | 14,404 |
| Number of passengers carried one mile..... | 330,307 | |
| Average number cars in passenger train..... | 2 | |
| Average number miles traveled by each passenger..... | 17 | |
| Average receipts per passenger per mile..... | $\frac{294}{100}$ | |
| Average cost per passenger per mile..... | $\frac{232}{100}$ | |
| Through freight, in tons..... | 18,891 | 13,107 |
| Local freight, in tons..... | 117,642 | 112,321 |
| Total tons freight carried..... | 136,533 | 130,428 |
| Average tons of freight carried one mile..... | 11,761,645 | |
| Average number of cars in freight train..... | 30 | |
| Average number tons of freight per train..... | 211 | |
| Average number tons of freight per car..... | 7 | |
| Average receipt per ton freight per mile..... | $\frac{0087}{10}$ | |
| Proportion freight carried in Illinois..... | 95½ % | |

FREIGHT CLASSIFIED.

| | Whole line. Tons. | In Illinois. Tons. |
|---|----------------------|-----------------------|
| Corn | 25,195 | 25,192 |
| Wheat | 1,104 | 1,094 |
| Rye | 33 | 30 |
| Oats and barley | 14,530 | 14,526 |
| Flour | 8,196 | 8,170 |
| Provisions | 620 | 613 |
| Salt | 182 | 168 |
| Agricultural implements | 132 | 118 |
| Furniture | 46 | 39 |
| Wagons and other manufactured articles | 127 | 115 |
| Lumber | 2,408 | 2,193 |
| Other forest products | 2,061 | 2,015 |
| Horses and mules | 200 | 198 |
| Cattle | 217 | 176 |
| Hogs and sheep | 152 | 152 |
| Iron, lead and other mineral products | 1,008 | 1,006 |
| Stone, brick, sand, lime, clay, cement and stucco | 5,523 | 5,504 |
| Coal and coke | 48,793 | 48,778 |
| Merchandise | 2,502 | 2,253 |
| Other articles | 23,504 | 18,088 |
| Total tons | 136,533 | 130,428 |

MILEAGE.

TRAIN MILEAGE.

| Trains. | Whole line. | In Illinois. |
|---------------------------|-------------|--------------|
| Passenger | 27,164 | 17,189 |
| Freight | 27,254 | 17,115 |
| Mixed | 36,520 | 22,108 |
| Excursion | 790 | 724 |
| Total train mileage | 91,728 | 57,136 |

CAR MILEAGE.

| Cars. | Whole line. | In Illinois. |
|-----------------------------------|-------------|--------------|
| Passenger, mail and baggage | 142,534 | 89,022 |
| Freight | 1,394,531 | 849,781 |
| Total car mileage | 1,537,065 | 938,803 |
| Empty freight car mileage | 419,631 | 276,731 |

PASSENGER MILEAGE AND FREIGHT TONNAGE.

| Passenger mileage. | Whole line. | In Illinois. | Freight tonnage. | Whole line. | In Illinois. |
|--------------------------|-------------|--------------|--------------------------|-------------|--------------|
| Through | 31,557 | 23,543 | Through | 1,635,435 | 967,318 |
| Local | 295,750 | 236,848 | Local | 10,126,210 | 6,172,397 |
| Total pass. mil'ge | 327,307 | 260,391 | Total fr't tonnage | 11,761,645 | 7,139,715 |

INCOME.

MONTHLY TRANSPORTATION EARNINGS—WHOLE LINE.

| Months. | From passenger department. | From freight department. | Total. |
|---------------------|----------------------------------|--------------------------------|--------------|
| 1885, July | \$1,665 02 | \$5,072 96 | \$6,737 98 |
| " August | 1,879 13 | 10,997 78 | 12,876 91 |
| " September | 1,766 98 | 10,789 27 | 12,556 25 |
| " October | 1,669 56 | 8,947 18 | 10,616 74 |
| " November | 1,403 90 | 8,859 39 | 10,263 29 |
| " December | 1,356 68 | 9,350 84 | 10,707 52 |
| 1886, January | 1,248 13 | 7,128 26 | 8,376 39 |
| " February | 1,345 43 | 10,752 31 | 12,097 74 |
| " March | 1,468 59 | 8,535 52 | 10,004 11 |
| " April | 1,271 44 | 8,541 66 | 9,813 10 |
| " May | 1,236 29 | 7,943 93 | 9,180 22 |
| " June | 1,278 60 | 6,551 57 | 7,830 17 |
| Total | \$17,589 75 | \$103,470 67 | \$121,060 42 |

IN ILLINOIS.

| Months. | From passenger department. | From freight department. | Total. |
|---------------------|----------------------------------|--------------------------------|-------------|
| 1885, July | \$1,237 95 | \$3,390 32 | \$4,628 27 |
| " August | 1,370 88 | 6,727 30 | 8,098 18 |
| " September | 1,283 89 | 6,354 16 | 7,638 05 |
| " October | 1,219 58 | 5,516 48 | 6,736 06 |
| " November | 999 13 | 5,345 26 | 6,344 39 |
| " December | 969 32 | 5,689 44 | 6,658 76 |
| 1886, January | 878 59 | 4,285 06 | 5,163 65 |
| " February | 929 97 | 5,981 32 | 6,911 29 |
| " March | 1,049 11 | 5,187 10 | 6,236 21 |
| " April | 896 90 | 5,264 49 | 6,161 39 |
| " May | 855 69 | 4,855 01 | 5,710 10 |
| " June | 883 31 | 4,020 50 | 4,903 81 |
| Total | \$12,573 72 | \$62,616 44 | \$75,190 16 |

INCOME FROM OTHER SOURCES.

| Sources. | Whole line. |
|---|-------------|
| Taxes devoted to Company in Indiana | \$2,025 24 |
| Taxes on real estate refunded on account of over paid | 3 35 |
| Total | \$2,028 59 |

TOTAL INCOME FROM ALL SOURCES.

| Sources. | Whole line. | In Illinois. |
|--|--------------|--------------|
| From passenger and freight departments | \$121,060 42 | \$75,190 16 |
| From other sources | 2,028 59 | |
| Total income from all sources | \$123,089 01 | \$75,190 16 |

DEDUCTIONS MADE FROM TRANSPORTATION EARNINGS.

| Average earnings. | Whole line. | In Illinois. |
|---|------------------|------------------|
| Average passenger department earnings per mile..... | \$159 90 | \$182 22 |
| Average passenger department earnings per train mile..... | 38 | 44 |
| Average freight department earnings per mile..... | 940 64 | 907 48 |
| Average freight department earnings per train mile..... | 2 27 | 2 19 |
| Average gross transportation earnings per mile..... | 1,100 55 | 1,089 71 |
| Average gross transportation earnings per train mile..... | 1 32 | 1 30 |
| Average net transportation earnings per mile..... | 289 21 | 287 78 |
| Average net transportation earnings per train mile..... | 35 | 34 |
| The ratio of passenger to freight earnings was..... | As 100 is to 558 | As 100 is to 498 |

OPERATING EXPENSES AND TAXES.

| Items of operating expenses. | Whole line. | In Illinois. |
|---|--------------|--------------|
| Salaries general officers and clerks..... | \$7,128 10 | \$4,419 42 |
| Law expenses..... | 325 00 | 201 50 |
| Insurance..... | 256 50 | 159 03 |
| Stationery and printing..... | 1,497 91 | 928 70 |
| Contingencies..... | 2,663 32 | 1,651 26 |
| Repairs or renewals—bridges (including culverts and cattle-guards)..... | 1,843 45 | 1,142 94 |
| Repairs or renewals—buildings..... | 891 58 | 552 78 |
| Repairs or renewals—fences, road-crossings or signs..... | 487 83 | 302 45 |
| Repairs of roadway and track..... | 26,179 36 | 16,231 20 |
| Repairs of locomotives..... | 3,650 36 | 2,263 22 |
| Fuel for locomotives..... | 7,003 02 | 4,341 87 |
| Water supply..... | 761 53 | 472 15 |
| Oil and waste..... | 473 83 | 293 77 |
| Locomotive service..... | 6,407 24 | 3,972 49 |
| Repairs of passenger cars..... | 1,237 58 | 767 30 |
| Passenger train service..... | 1,474 95 | 914 47 |
| Passenger train supplies..... | 143 65 | 89 06 |
| Repairs of freight cars..... | 2,627 67 | 1,629 16 |
| Freight train service..... | 6,028 12 | 3,737 43 |
| Freight train supplies..... | 307 48 | 190 63 |
| Mileage of freight cars (debit balance)..... | 6,444 40 | 3,995 52 |
| Telegraph expenses (maintenance and operating)..... | 2,042 90 | 1,266 59 |
| Damage and loss of freight and baggage..... | 140 28 | 86 97 |
| Damage to property and cattle..... | 441 61 | 273 79 |
| Personal injury..... | 656 20 | 406 84 |
| Agents and station service..... | 7,496 61 | 4,647 90 |
| Station supplies..... | 636 91 | 394 88 |
| Total operating expenses..... | \$89,247 39 | \$55,433 32 |
| Taxes..... | 11,273 15 | 8,368 27 |
| Total operating expenses and taxes..... | \$100,520 54 | \$63,701 59 |

Average operating expenses (less taxes) per mile, \$823.70.

Average operating expenses (less taxes) per train mile, .97 29.

Proportion of operating expenses (less taxes) to earnings, 72.5 per cent.

EXPENSES IN ADDITION TO OPERATING EXPENSES AND TAXES.

| Paid for— | Whole line. | In Illinois. |
|--|-------------|--------------|
| Additional equipment..... | \$19,551 49 | |
| Additional buildings..... | 433 33 | 433 33 |
| Additional side tracks..... | 833 10 | 541 50 |
| Rent of track and built lines..... | 1,361 28 | 1,361 28 |
| Interest right of way New York expenses and engineering..... | 2,980 56 | |
| | \$25,159 76 | \$2,336 11 |
| Total additional expenses..... | \$25,159 76 | \$2,336 11 |

GENERAL EXHIBIT.

NET INCOME, DIVIDENDS, BALANCES.

| | |
|--|--------------|
| Total income | \$123,089 01 |
| Operating expenses less taxes | 89,247 39 |
| Excess of income over operating expenses | \$33,841 62 |
| Less taxes | 11,273 15 |
| Excess of income over operating expenses and taxes | \$22,568 47 |
| Rentals | 1,361 28 |
| Balance for the year | \$21,207 19 |
| Balance (profit) last year | 1,298 46 |
| Balance (profit) | \$22,505 65 |
| Additional equipment | \$19,551 49 |
| Additional buildings | 433 33 |
| Additional side tracks | 835 10 |
| Interest right of way N. Y. expenses and engineering | 2,980 56 |
| | 23,798 48 |
| Balance (profit) carried forward to next year | \$1,292 83 |

GENERAL BALANCE SHEET.

| Assets. | | Liabilities. | |
|-------------------------------------|----------------|-----------------------------------|----------------|
| Construction account | \$4,389,705 27 | Capital stock | \$3,598,000 00 |
| <i>Cash items, as follows:</i> | | Funded debt | 740,000 00 |
| Cash | 2,815 29 | <i>Unfunded debt, as follows:</i> | |
| Bills receivable | 4,678 47 | Interest unpaid | 88,800 00 |
| Due from agents and companies | 8,764 79 | Notes payable | 20,000 00 |
| <i>Cash assets, as follows:</i> | | Vouchers and accounts | 33,345 17 |
| Materials and supplies | 3,313 75 | | |
| Debit balance | 70 867 00 | | |
| Total assets | \$4,480,145 17 | Total liabilities | \$4,480,145 17 |

ADDITIONAL INFORMATION.

This Company has a contract with the United States Government for the transportation of mails, for which it receives \$6,708.45 per annum.

The United States Express Company does business on this road paying us one and one-half first-class freight rates.

We are not members of any fast freight lines. The Union Line and Erie Dispatch work over our road simply on through percentage arrangements.

No sleeping, chair or dining cars are used on this road, and no freight or transportation companies have any preferences as to speed or order of transportation.

We use the Wabash, St. Louis and Pacific Railways terminal facilities at Streator, running over about one mile and three quarters of their main track, and pay them \$125.00 per month rental.

We have pooling arrangements with the Chicago and Eastern Illinois Railroad, and the Chicago and Alton Railroad. These operate at Mokena, Illinois, with the Chicago and Eastern Illinois Railroad, and from and including Dwight, to but not including Streator, with the Chicago and Alton Railroad Company.

The agreements cover only competitive traffic and are made to insure the maintenance of agreed rates.

Freight rates at pooling points are about the same as at others, the difference in the haul makes a slight difference in the rates.

We denominate "through freight" all freight covered by through manifest of foreign roads which passes over our line, and "local," all freight billed by our agents, except the traffic billed by our agents to Chicago, which is included in through freight.

This Company has one machine shop in Illinois, located at Kankakee, involving an investment of about \$10,000, and employ sixteen men.

We do not build engines and cars, but make general repairs on same.

The work done at our Kankakee shops is for the whole line. The expense account shows charges for whole line and for Illinois.

INDIANA AND ILLINOIS SOUTHERN RAILROAD.

ORGANIZATION AND CONSTRUCTION.

The present corporation is formed by the consolidation of the Indiana and Illinois Southern Railroad of Illinois, organized under the laws of Illinois, and the Bloomfield Railroad of Indiana, in accordance with the articles of consolidation entered into by those two companies. The consolidation was perfected on the 17th day of May, 1886. The term of the existence of the consolidated company is fifty years from that date.

This Company has issued its capital stock to the amount of 14,000 shares at \$100 each, the par value of such capital stock aggregating \$1,400,000.00.

This stock has been issued in exchange for the capital stock of the Bloomfield Railroad Company of Indiana, and Indiana and Illinois Southern Railroad Company of Illinois. The stock of the two latter companies have been retired.

This Company has taken up the retired bonded and floating debt of the two companies, thus consolidated into this corporation.

OFFICERS.

| | |
|--|----------------|
| President, W. H. Alley..... | Sullivan, Ind. |
| Vice-President, J. B. Lyon..... | Chicago, Ill. |
| General Solicitor, J. S. Cooper..... | Chicago, Ill. |
| Secretary, P. H. Blue..... | Sullivan, Ind. |
| Treasurer, M. B. Wilson..... | Sullivan, Ind. |
| Auditor, R. Hinkle..... | Sullivan, Ind. |
| General Manager, P. H. Blue..... | Sullivan, Ind. |
| General Freight Agent, W. B. Hallsted..... | Sullivan, Ind. |
| General Passenger Agent, W. B. Hallsted..... | Sullivan, Ind. |
| General Ticket Agent, W. B. Hallsted..... | Sullivan, Ind. |
| General Roadmaster, J. Lehman..... | Sullivan, Ind. |

General office at Sullivan, Ind.

DIRECTORS.

| | |
|-----------------------|----------------|
| W. H. Alley..... | Sullivan, Ind. |
| P. H. Blue..... | Sullivan, Ind. |
| J. S. Cooper..... | Chicago, Ill. |
| H. H. Gardner..... | Chicago, Ill. |
| John L. Stockton..... | Chicago, Ill. |
| O. B. Hams..... | Sullivan, Ind. |
| W. E. Crawley..... | Sullivan, Ind. |
| John B. Lyon..... | Chicago, Ill. |
| Henry F. Mills..... | Boston, Mass. |

CAPITAL STOCK.

| | |
|-----------------------------|----------------|
| Amount of common stock..... | \$1,400,000.00 |
|-----------------------------|----------------|

FUNDED DEBT IN DETAIL.

| Name of bond. | When issued. | When due. | Rate per cent. | Interest. | Amount of bonds. |
|---------------------|--------------|--------------|----------------|---------------|------------------|
| | | | | When payable. | |
| First mortgage..... | June 1, 1886 | June 1, 1906 | 5 | June and Dec. | \$500,000 00 |
| Income bonds..... | | | 6 | | 739,000 00 |
| Total | | | | | \$1,239,000 00 |

Average bonded debt for 90 miles \$13,433 00

TOTAL LIABILITIES.

COMMON STOCK AND FUNDED DEBT.

| Stocks and Bonds. | Total. |
|--------------------------------------|----------------|
| Common stock..... | \$1,400,000 00 |
| Bonded debt | 1,239,000 00 |
| Aggregate | \$2,639,000 00 |
| Average per mile, for 90 miles | \$29,322 00 |

LENGTH OF TRACK.

| Main line. | Whole line, miles | Main line & branches, miles. | In Illinois, miles. | Main line & branches, in Illinois. |
|---|----------------------|------------------------------------|------------------------|--|
| From Effingham, Ill., to Secoity City, Ind. | 90 | 90 | 56 | 56 |
| Main line and branches..... | 90 | | 56 | |
| Sidings on main line..... | 3 | | 2 | |
| Aggregate length of all tracks | 93 | | 58 | |

Proportion of road in Illinois, 62 per cent.

RAILS AND TIES.

| | |
|-----------------------------------|-----------|
| Iron— | |
| On road | 89 miles. |
| Average weight per yard | 35 lbs. |
| Steel— | |
| On road..... | 1 mile. |
| Average weight per yard | 40 lbs. |
| Relaid during the year | 1 mile. |
| Ties— | |
| Average number per mile..... | 2,640 |
| Number laid during the year | 160,000 |

STATIONS.

| | |
|------------------------------|----|
| Number in Illinois..... | 10 |
| Number out of Illinois | 11 |
| Total on whole line..... | 21 |

EQUIPMENT.

| Description. | Whole line. | Total. |
|--|-------------|--------|
| Locomotives— | | |
| Passenger | 2 | |
| Freight | 4 | |
| | | 6 |
| Passenger equipment— | | |
| Coaches | 3 | |
| Express cars | 1 | |
| Baggage cars | 1 | |
| Mail cars | 1 | |
| | | 6 |
| Total number cars of all classes | | 12 |

Platform and coupler used, Miller.

Brake used, Eams' Vacuum.

Average life of ties 8 years.

INDIANAPOLIS AND ST. LOUIS RAILROAD.

ORGANIZATION AND CONSTRUCTION.

The Indianapolis and St. Louis Railway Company was organized under the statutes of Indiana, on the 15th day of September, 1882, and became the owner of the Indianapolis and St. Louis Railroad, extending from Indianapolis to Terre Haute, Indiana, together with the lease of the St. Louis, Alton and Terre Haute Railroad, extending from Terre Haute, Indiana, to East St. Louis, Illinois, by virtue of a sale thereof made on the 28th day of July, 1882, under a decree of foreclosure rendered in the United States Circuit Court, in the case of H. B. Hurlbut vs. I. & St. L. R. R. Co., and took possession of said Indianapolis and St. Louis Railroad, extending from Indianapolis to Terre Haute, (73 miles,) and of the leased lines, extending from Terre Haute to East St. Louis, including the branch from Wann to Alton, (193 miles,) on the first day of October, 1882. A new lease was made of the St. Louis, Alton and Terre Haute Railroad on the 23d day of February, 1883, at an annual rental of \$450,000, and 20 per cent. of the gross earnings in excess of \$1,750,000.

OFFICERS.

| | |
|---|--------------------|
| Vice-President, S. Burke..... | Cleveland, O. |
| General Attorney, J. T. Dye..... | Indianapolis, Ind. |
| Secretary and Treasurer, Geo. H. Russell..... | Cleveland, O. |
| Auditor, P. A. Hewitt..... | Cleveland, O. |
| General Manager, G. M. Beach..... | Cleveland, O. |
| Superintendent, T. W. Burrows..... | St. Louis, Mo. |
| Chief Engineer, W. C. Irwin..... | Cleveland, O. |
| General Freight Agent, E. Hill..... | Cleveland, O. |
| General Passenger Agent, A. J. Smith..... | Cleveland, O. |
| Purchasing Agent, J. L. Yale..... | Cleveland, O. |
| Superintendent of Telegraph, T. J. Higgins..... | Cleveland, O. |
| General Baggage Agent, D. M. Calkins..... | Cleveland, O. |
| Master Mechanic, W. F. Turrell..... | Cleveland, O. |
| General Roadmaster, W. C. Irwin..... | Cleveland, O. |

General office at Cleveland, Ohio.

DIRECTORS.

| | |
|----------------------|--------------------|
| S. Burke..... | Cleveland, O. |
| Jas. Barnett..... | Cleveland, O. |
| A. Townsend..... | Cleveland, O. |
| Geo. H. Russell..... | Cleveland, O. |
| J. T. Dye..... | Indianapolis, Ind. |
| T. P. Handy..... | Cleveland, O. |

Date of annual election third Wednesday in February.

CAPITAL STOCK.

| | |
|--|--------------|
| Amount of common stock..... | \$500,000 00 |
| Number stockholders out of Illinois..... | 18 |

FUNDED DEBT IN DETAIL.

| Name of Bond. | When issued. | When due. | Interest. | | Amount of bonds. |
|--|--------------|-----------|----------------|------------------------------|------------------|
| | | | Rate per cent. | When payable. | |
| I. & St. L. R. R., 1st mortgage..... | 1869 | 1919 | 7 | { June, Jan., Mar., Sept. | \$2,000,000 00 |
| I. & St. L. Ry., 1st mortgage..... | 1882 | 1912 | 6 | { May, Nov. May, Nov. | 500,000 00 |
| Total | | | | | \$2,500,000 00 |
| Average bonded debt per mile for 73.2 miles..... | | | | | \$34,153 00 |

UNFUNDED DEBT IN DETAIL.

| | |
|--|----------------|
| Notes due, unpaid: [Interest paid on same during year, \$144,463 60] | \$2,575,000 00 |
| Other liabilities | 412,249 35 |
| Total interest paid, \$144,463 60. | \$2,987,249 35 |
| Available to payment..... | 213,864 00 |
| Total. | \$2,773,385 35 |

TOTAL LIABILITIES.

COMMON STOCK AND FUNDED AND UNFUNDED DEBT.

| | |
|---------------------------------------|----------------|
| Common stock. | \$500,000 00 |
| Bonded debt. | 2,500,000 00 |
| Floating debt..... | 2,773,385 35 |
| Aggregate | \$5,773,385 35 |
| Average per mile, for 73.2 miles..... | \$40,983 61 |

LENGTH OF TRACK.

| Main line. | Whole line miles. | Main line and branches, miles. | In Illinois, miles. | Main line and branches, in Illinois. |
|---|-------------------|--------------------------------|---------------------|--------------------------------------|
| From Indianapolis to East St. Louis | 262.20 | | 181.69 | |
| BRANCHES. | | | | |
| From Wann to Alton | 4.20 | | 4.20 | |
| Main line and branches | 266.40 | | 185.89 | |
| Sidings on main line..... | 90.50 | | 53.45 | |
| Aggregate length of all tracks..... | | 356.90 | | 239.34 |

Proportion of road in Illinois, 69 $\frac{1}{2}$ per cent.

RAILS AND TIES.

| | |
|-----------------------------------|---------------|
| Iron— | |
| On road..... | 8 miles. |
| Average weight per yard..... | 60 pounds. |
| Steel— | |
| On road..... | 177.89 miles. |
| Average weight per yard..... | 65 pounds. |
| Re-laid during the year | 17.00 miles. |
| Ties— | |
| Average number per mile..... | 3,000 |
| Number laid during the year | 125,067 |

BRIDGES.

| | | | |
|-----------------------------------|----|--------------|-------------|
| Number of wooden in Illinois..... | 5 | Length | 418 feet. |
| Number of iron in Illinois..... | 6 | Length | 937 feet. |
| Piling | 84 | Length | 5,711 feet. |
| Total..... | 95 | | 7,066 feet. |

BUILT DURING THE YEAR IN ILLINOIS.

| | | | |
|---------------------|---|--------------|-----------|
| Number of iron..... | 2 | Length | 191 feet. |
| Piling | 7 | Length | 143 feet. |
| Total..... | 9 | | 334 feet. |

FENCING.

| | |
|-----------------------------------|--------------|
| Post, board, wire and hedge | All fenced. |
| Built during year | Repairs only |

STATIONS.

| | |
|-----------------------------|----|
| Number in Illinois..... | 40 |
| Number out of Illinois..... | 17 |
| Total on whole line..... | 57 |

EQUIPMENT.

| Description. | Whole line. | Total. |
|--|-------------|--------|
| Locomotives— | | |
| Passenger..... | 12 | |
| Freight | 37 | 49 |
| Passenger Equipment— | | |
| Coaches | 21 | |
| Express and baggage cars | 10 | |
| Mail cars..... | 3 | 34 |
| Freight equipment— | | |
| Box cars | 835 | |
| Stock cars | 162 | |
| Cabooses..... | 25 | |
| Flat cars | 117 | |
| Coal cars..... | 517 | |
| Other cars | 8 | 1,664 |
| Total number cars of all classes | | 1,698 |

Platform and coupler used, Miller's Patent.
 Brake used, Westinghouse Automatic.

AVERAGE LIFE OF LOCOMOTIVES, CARS, RAILS, TIES, BRIDGES, ETC.

| Equipment and Superstructure. | | Average life in years. |
|-------------------------------|--|------------------------------|
| Locomotives— | | |
| Passenger | | 12 |
| Freight | | 10 |
| Cars— | | |
| Passenger | | 13 |
| Baggage | | 13 |
| Box | | 12 |
| Stock | | 12 |
| Coal | | 12 |
| Flat | | 12 |
| Rails— | | |
| Iron | | 4 |
| Steel | | 15 |
| Joint Fastenings | | 15 |
| Frogs | | 3 |
| Ties—Oak | | 7 |
| Bridges— | | |
| Wooden | | 10 |
| Iron | | 50 |
| Trestles | | 10 |
| Piling | | 10 |
| Telegraph Poles— | | |
| Cedar | | 10 |
| Other | | 5 |
| Fence Posts— | | |
| Cedar | | 10 |
| Oak | | 6 |

EMPLOYEES.

NUMBER, CHARACTER OF SERVICE, AND ANNUAL SALARIES OF EMPLOYEES.

| Average No. em- ployed. | Officers and Employés. | Average yearly salary. | Aggregate yearly salary. |
|-------------------------------|---|------------------------------|--------------------------------|
| 8 | General officers | \$2,162 50 | \$17,300 00 |
| 1 | Superintendent | 3,300 00 | 3,300 00 |
| 1 | Civil engineer | 1,200 00 | 1,200 00 |
| 1 | Master mechanic | 2,100 00 | 2,100 00 |
| 2 | Road masters | 1,200 00 | 2,400 00 |
| 96 | Clerks | 720 00 | 69,120 00 |
| 70 | Machinists | 720 00 | 50,400 00 |
| 17 | Passenger conductors | 1,050 00 | 18,360 00 |
| 60 | Freight conductors | 840 00 | 50,400 00 |
| 17 | Passenger engineers | 1,500 00 | 25,500 00 |
| 50 | Freight engineers | 1,200 00 | 60,000 00 |
| 71 | Firemen | 600 00 | 42,600 00 |
| 20 | Wipers | 360 00 | 7,200 00 |
| 21 | Baggage-men | 600 00 | 12,600 00 |
| 138 | Brakemen | 420 00 | 57,960 00 |
| 33 | Station agents not telegraph operators | 600 00 | 19,800 00 |
| 21 | Station agents also telegraph operators | 600 00 | 12,600 00 |
| 86 | Telegraph operators not station agents | 480 00 | 41,280 00 |
| 50 | Carpenters | 480 00 | 24,000 00 |
| 60 | Section foremen | 540 00 | 32,400 00 |
| 101 | Sectionmen | 360 00 | 114,360 00 |
| 152 | Laborers | 360 00 | 54,720 00 |
| 4 | Flagmen | 360 00 | 1,440 00 |
| 12 | Switchmen and watchmen | 180 00 | 20,160 00 |
| 13 | Bridge tenders and pumpers | 180 00 | 6,240 00 |
| 137 | Other employes | 360 00 | 49,320 00 |
| 1,575 | Total | \$526 71 | \$828,560 00 |

Of these employees, 1,164 are employed in Illinois, and their aggregate annual salary is \$582,945 84.

TRAFFIC.

PASSENGERS AND FREIGHT CARRIED.

Whole line. In Illinois

| | Whole line. | In Illinois |
|---|--------------------|-------------|
| Through passengers..... | 50,131 | 34,991 |
| Local passengers..... | 448,182 | 312,831 |
| Total passengers carried..... | 498,313 | 347,822 |
| Number of passengers carried one mile..... | 20,160,640 | |
| Average number cars in passenger train..... | $3\frac{7}{10}$ | |
| Average number of miles traveled by each passenger..... | $40\frac{1}{2}$ | |
| Average receipts per passenger per mile..... | $2\frac{7}{10}$ | |
| Average cost per passenger per mile..... | $1\frac{60}{1000}$ | |
| Through freight, in tons..... | 784,824 | 547,807 |
| Local freight, in tons..... | 609,144 | 467,063 |
| Total tons freight carried..... | 1,453,968 | 1,014,870 |
| Average tons of freight carried one mile..... | 193,989,014 | |
| Average number of cars in freight train..... | $23\frac{1}{2}$ | |
| Average number tons of freight per train per mile..... | 189 | |
| Average number tons of freight per car per mile..... | 11 | |
| Average receipt per ton freight per mile..... | $60\frac{0}{1000}$ | |
| Proportion freight carried in Illinois..... | $69\frac{6}{10}$ | |

FREIGHT CLASSIFIED.

Whole line. In Illinois.
Tons. Tons.

| | Whole line. | In Illinois. |
|---|-------------|--------------|
| Corn..... | 115,134 | 80,364 |
| Wheat..... | 44,432 | 31,013 |
| Rye, oats and barley..... | 91,385 | 63,787 |
| Flour..... | 28,728 | 20,052 |
| Provisions..... | 37,818 | 26,418 |
| Agricultural implements, furniture, wagons and other manufactured articles..... | 82,965 | 57,931 |
| Lumber and other forest products..... | 84,709 | 59,127 |
| Horses, mules and cattle..... | 35,132 | 24,522 |
| Hogs and sheep..... | 58,645 | 40,934 |
| Iron, lead, and other mineral products..... | 29,476 | 20,574 |
| Stone brick, sand, lime, clay, cement and stucco..... | 30,451 | 21,255 |
| Coal and coke..... | 454,907 | 317,525 |
| Merchandise..... | 257,320 | 179,609 |
| Other articles..... | 162,806 | 71,759 |
| Total tons..... | 1,453,968 | 1,014,870 |

MILEAGE.

TRAIN MILEAGE.

Trains.

Whole line. In Illinois.

| | Whole line. | In Illinois. |
|--------------------------|-------------|--------------|
| Passenger..... | 764,884 | 533,889 |
| Freight..... | 1,023,680 | 714,529 |
| Construction..... | 50,983 | 35,586 |
| Total train mileage..... | 1,839,547 | 1,284,004 |

CAR MILEAGE.

| Cars. | Whole line. | In Illinois. |
|--|-------------|--------------|
| Passenger, mail, baggage and express | 3,015,523 | 2,104,835 |
| Freight, loaded, empty and enbooses..... | 25,015,109 | 17,460,546 |
| Total car mileage | 28,030,632 | 19,565,381 |
| Empty freight car mileage | 6,410,877 | 4,474,792 |

PASSENGER MILEAGE AND FREIGHT TONNAGE.

| Passengers carried one mile. | Whole line. | In Illinois. | Freight tonnage. | Whole line. | In Illinois. |
|------------------------------|-------------|--------------|----------------------------|-------------|--------------|
| Through..... | 9,735,889 | 6,795,651 | Through..... | 148,606,384 | 103,727,256 |
| Local | 10,424,751 | 7,276,476 | Local | 45,382,630 | 31,677,076 |
| Total passenger mileage..... | 20,160,640 | 14,072,127 | Total freight tonnage..... | 193,989,014 | 135,404,332 |

INCOME.

MONTHLY TRANSPORTATION EARNINGS—WHOLE LINE.

| Months. | From passenger department. | From freight department. | Total. |
|---------------------|----------------------------|--------------------------|----------------|
| 1885, July | \$45,313 44 | \$77,520 63 | \$122,834 07 |
| .. August | 48,107 49 | 134,561 85 | 182,672 34 |
| .. September | 52,068 37 | 124,184 37 | 176,252 74 |
| .. October | 54,561 57 | 131,996 38 | 186,550 95 |
| .. November | 43,081 25 | 124,022 51 | 167,103 76 |
| .. December | 45,367 50 | 121,173 85 | 166,541 35 |
| 1886, January | 34,708 39 | 102,295 58 | 137,003 97 |
| .. February | 34,707 34 | 97,726 26 | 132,433 60 |
| .. March | 43,403 27 | 93,018 84 | 136,422 11 |
| .. April | 39,445 88 | 82,969 03 | 122,354 91 |
| .. May | 40,449 73 | 103,709 17 | 144,158 90 |
| .. June | 43,935 24 | 87,373 57 | 131,308 81 |
| Total | \$525,122 47 | \$1,280,495 04 | \$1,805,617 51 |

IN ILLINOIS.

| Months. | From passenger department. | From freight department. | Total. |
|---------------------|----------------------------|--------------------------|----------------|
| 1885, July | \$31,551 96 | \$48,458 71 | \$80,010 67 |
| .. August | 32,862 36 | 83,737 13 | 116,599 49 |
| .. September | 36,101 46 | 77,321 23 | 113,428 69 |
| .. October | 39,217 41 | 82,613 82 | 121,831 26 |
| .. November | 29,655 76 | 76,531 79 | 106,187 55 |
| .. December | 30,805 06 | 74,021 74 | 104,826 80 |
| 1886, January | 23,905 08 | 63,167 87 | 87,072 95 |
| .. February | 24,103 51 | 63,019 05 | 87,122 56 |
| .. March | 30,083 67 | 58,861 12 | 88,944 79 |
| .. April | 27,503 64 | 53,673 15 | 80,576 79 |
| .. May | 28,395 48 | 60,295 14 | 97,690 62 |
| .. June | 29,793 81 | 56,875 42 | 86,669 23 |
| Total | \$363,982 23 | \$806,979 17 | \$1,170,961 40 |

INCOME FROM OTHER SOURCES.

| Sources. | Whole line. | In Illinois. |
|----------------------------------|-------------|--------------|
| From rents for use of road | \$44,307 48 | \$30,926 62 |
| Total | \$44,307 48 | \$30,926 62 |

TOTAL INCOME FROM ALL SOURCES.

| Sources. | Whole line. | In Illinois. |
|------------------------------------|----------------|----------------|
| From passenger department | \$525,122 47 | \$363,982 23 |
| From freight department | 1,280,495 04 | 806,979 17 |
| From other sources..... | 44,307 48 | 30,926 62 |
| Total income from all sources..... | \$1,849,924 99 | \$1,201,888 02 |

DEDUCTIONS MADE FROM TRANSPORTATION EARNINGS.

| Average Earnings. | Whole line. | In Illinois. |
|---|------------------|------------------|
| Average passenger department earnings per mile..... | \$1,971 18 | \$1,958 05 |
| Average passenger department earnings per train mile..... | 69 | 69 |
| Average freight department earnings per mile..... | 4,806 66 | 4,341 17 |
| Average freight department earnings per train mile..... | 1 25 | 1 13 |
| Average gross transportation earnings per mile..... | 6,777 84 | 6,299 22 |
| Average gross transportation earnings per train mile..... | 1 01 | 94 |
| Average net transportation earnings per mile..... | 1,563 08 | 1,502 89 |
| Average net transportation earnings per train mile..... | 22 | 22 |
| The ratio of passenger to freight earnings was..... | As 100 is to 244 | As 100 is to 222 |

OPERATING EXPENSES AND TAXES.

| Items of Operating Expenses. | Whole line. | In Illinois. |
|---|-------------|--------------|
| Salaries general officers and clerks..... | \$71,117 89 | \$49,640 29 |
| Law expenses..... | 9,718 44 | 6,783 47 |
| Insurance..... | 1,534 00 | 1,070 73 |
| Stationery and printing..... | 9,603 34 | 6,703 13 |
| Outside agencies and advertising..... | 34,659 31 | 24,192 20 |
| Contingencies..... | 9,280 01 | 6,477 45 |
| Repairs or renewals—bridges (including culverts and cattle-guards)..... | 20,763 03 | 14,492 59 |
| Repairs or renewals—buildings..... | 17,930 43 | 12,515 44 |
| Repairs or renewals—fences, road-crossings or signs..... | 11,515 85 | 8,038 06 |
| Repairs of roadway and track..... | 262,989 28 | 183,566 52 |
| Repairs of locomotives..... | 117,566 27 | 82,061 26 |
| Fuel for locomotives..... | 61,066 86 | 42,624 67 |
| Water supply..... | 11,634 40 | 8,120 81 |
| Oil and waste..... | 22,613 29 | 15,784 14 |
| Locomotive service..... | 91,068 85 | 65,660 06 |
| Repairs of passenger cars..... | 15,760 25 | 11,000 65 |
| Passenger train service..... | 38,689 80 | 27,005 48 |
| Passenger train supplies..... | 14,601 53 | 10,191 97 |

Operating Expenses and Taxes—Continued.

| Items of Operating Expense. | Whole line. | In Illinois. |
|---|----------------|----------------|
| Repairs of freight cars | 71,790 23 | 50,019 58 |
| Freight train service..... | 168,986 91 | 117,952 86 |
| Freight train supplies..... | 7,433 05 | 5,188 27 |
| Mileage of freight cars (debit balance)..... | 89,937 88 | 62,776 64 |
| Telegraph expenses (maintenance and operating)..... | 38,352 30 | 26,769 90 |
| Damage and loss of freight and baggage..... | 6,074 65 | 4,240 10 |
| Damage to property and cattle..... | 2,869 86 | 2,003 16 |
| Personal injury..... | 5,055 42 | 3,528 68 |
| Agents and station service | 180,995 88 | 126,335 12 |
| Station supplies..... | 8,588 34 | 5,994 66 |
| Total operating expenses..... | \$1,405,197 35 | \$980,827 89 |
| Taxes..... | 63,482 80 | 44,310 99 |
| Total operating expenses and taxes..... | \$1,468,680 15 | \$1,025,138 88 |

Average operating expenses (less taxes) per mile \$5.274.77.

Average operating expenses (less taxes) per train mile, 79 cts.

Proportion of operating expenses (less taxes) to earnings, 75.96 per cent.

GENERAL EXHIBIT.

NET INCOME, DIVIDENDS, BALANCES.

| | | |
|---|--------------|----------------|
| Total income | | \$1,849,924 99 |
| Operating expenses, less taxes..... | | 1,405,197 35 |
| Excess of income over operating expenses..... | | \$444,727 64 |
| Less taxes..... | | 63,482 80 |
| Excess of income over operating expenses and taxes..... | | \$381,244 84 |
| Interest on funded debt..... | \$170,000 00 | |
| Interest on unfunded debt..... | 114,463 60 | |
| Rentals | 450,000 00 | |
| | | 764,463 60 |
| Net deficit..... | | \$383,218 76 |
| Deficit for the year..... | | 383,218 76 |
| Balance (loss) last year | | 1,374,075 60 |
| Balance (loss)..... | | \$1,757,294 36 |
| Balance (loss) carried forward to next year..... | | \$1,757,294 36 |

CHARGES TO PROPERTY DURING THE YEAR.

Dr.

| | | |
|------------------------------------|--|--------------|
| Construction and equipment: | | |
| New and additional engines..... | | \$12,603 86 |
| New and additional cars..... | | 16,182 00 |
| New side track..... | | 22,690 23 |
| New fences..... | | 8,831 80 |
| Roadway and track..... | | 6,909 97 |
| New buildings and structures | | 4,468 77 |
| New bridges..... | | 43,978 26 |
| Net additions | | \$116,064 89 |

GENERAL BALANCE SHEET.

| Assets. | | Liabilities. | |
|---------------------------------------|----------------|-----------------------------------|----------------|
| <i>Other investments, as follows:</i> | | Capital stock..... | \$500,000 00 |
| Assumed in purchase of the road | \$3,000,000 00 | Funded debt..... | 2,500,000 00 |
| Additions to the property | 1,016,090 99 | <i>Unfunded debt, as follows:</i> | |
| <i>Cash items, as follows:</i> | | Notes payable..... | 2,575,000 00 |
| Cash..... | 59,552 66 | Vouchers and accounts..... | 412,249 35 |
| Due from agents and companies. | 75,170 22 | | |
| <i>Cash assets, as follows:</i> | | | |
| Materials and supplies | 79,141 12 | | |
| Debit balance | 1,757,294 36 | | |
| Total assets..... | \$5,987,249 35 | Total liabilities | \$5,987,249 35 |

LOCAL EXHIBIT OF ILLINOIS BUSINESS.

INCOME, EXPENSES, BALANCES, ETC.

| | |
|---|----------------|
| Total income..... | \$864,147 12 |
| From freights | \$119,122 58 |
| From passengers, including mail and express..... | 142,392 08 |
| From other sources..... | 30,926 62 |
| From freights..... | \$218,042 54 |
| From passengers, including mail and express..... | 40,250 15 |
| From freights..... | \$257,375 20 |
| From passengers, including mail and express..... | 56,127 95 |
| Number of ton of local freight carried..... | 918,205 tons |
| Number of local passengers carried..... | 330,394 |
| Receipts per ton per mile on local freight carried..... | .814 cts |
| Cost per ton per mile on entire line..... | .521 cts |
| Receipts per passenger per mile on local passengers carried, not including mail or express..... | 2.792 cts |
| Cost per passenger per mile on entire line..... | 1.953 cts |
| Total income | \$1,201,888 02 |
| Operating expenses (less taxes) | \$980,827 89 |
| Taxes..... | 44,310 99 |
| Excess of income over operating expenses and taxes..... | \$176,749 14 |
| Rentals actually paid..... | \$430,560 00 |
| Net deficit on Illinois business | \$253,810 88 |

ADDITIONAL INFORMATION.

This road has a contract with the United States Government for the transportation of mails for which it receives \$32,225 annually.

Express companies doing business on this road pay a per hundred or per ton rate, according to class and distance.

The following companies are doing business on this road: White Line Central Transit Company, Cooperative Line, Merchants' Despatch Transportation Company, on commission; Empire Line, on commission.

The New York Central Sleeping Car Company runs its cars upon this line, charging \$1.50 per berth between Indianapolis and St. Louis.

No freight cars or freight of transportation companies or "lines" doing business on this road are given any preference in speed or order of transportation.

This Company has pooling arrangements with the following companies regarding freights: No. 1 with Wabash, St. Louis and Pacific Railway Company; Chicago and Alton Railway Company, Ohio and Mississippi Railway Company, and Terre Haute and Indianapolis Railway Company. No. 2 with Danville, Olney and Ohio River Railway Company. No. 3 with Illinois Central Railway Company, and Peoria, Decatur and Evansville Railway Company. No. 4 with St. Louis, Alton and Terre Haute Railway Company, Illinois and St. Louis Rail-

way and Coal Company, Ohio and Mississippi Railway Company, Wabash, St. Louis and Pacific Railway Company, Louisville and Nashville Railway Company, and Terre Haute and Indianapolis Railway Company.

These contracts operate at the following points: No. 1 at St. Louis, No. 2 at Kansas, No. 3 at Mattoon, No. 4 at St. Louis.

The object of these pooling contracts is to avoid ruinous competition, and preserve, as far as possible, uniformity of rates at such figures as will compensate the carrier, and prevent the derangement of business, which always ensues when compensating rates are overthrown.

The rates at pooling points, like Mattoon, are, so far as practicable, uniform with other points where no pooling contracts exist.

We denominate as through freight that billed to or from points on other roads. Local freight is that billed to points on our own road.

This Company has one machine shop in Illinois, located at Mattoon, and employing 176 men. All repairs to locomotives and cars for the road are done there.

The work done there is simply for the portion of the railroad belonging to Illinois.

The average receipt per ton per mile, for the transportation of Illinois coal, for the year ending June 30, 1886, was $\frac{79}{100}$ cents.

The gross number of tons of Illinois coal carried for the year ending June 30, 1886, was 317,525 tons (apportioned to Illinois on mileage basis.)

STATEMENT OF ACCIDENTS.

KILLED AND INJURED DURING THE YEAR.

| Description. | | | | | In Illinois. | |
|----------------|--|--|--|--|--------------|----------|
| | | | | | Killed. | Injured. |
| Employees..... | | | | | 4 | 14 |
| Others..... | | | | | | 11 |
| Total | | | | | 4 | 25 |

| No. | Name of person. | Occupation. | Cause of accident. | Date of accident. | Character of injury. |
|-----|-------------------|--------------------|------------------------|-------------------|----------------------------------|
| 1 | Chas. Scott. | News agent. | Boarding train. | July 10, 1885. | Side and arm bruised. |
| 2 | Ferd. Burkhardt. | Boy (10 years) | Run over by hand car. | Aug. 3 | Scalp wound, etc. |
| 3 | Unknown man. | | Walking on track. | 8 | Killed. |
| 4 | | | | 14 | |
| 5 | John O'Neill. | Switchtender. | Jumped from engine. | 24 | Elbow sprained and bruised. |
| 6 | W. Dora, Jr. | | Stealing ride. | 29 | Killed. |
| 7 | P. J. McLaughlin. | Freight conductor. | Lying on track. | 4 | Both legs crushed causing death. |
| 8 | Unknown man. | | Walking on track. | 13 | Bruised inwardly. |
| 9 | Peter Dreher. | Brakeman. | Coupling. | Oct. 9 | Arm crushed. |
| 10 | Chas. Hendricks. | | Struck bridge. | 14 | Lost six teeth. |
| 11 | Wm. Boyd. | | Coupling. | 16 | Legs crushed. |
| 12 | E. T. Martin. | | Sitting on track. | 30 | Two fingers crushed. |
| 13 | John Cole. | Boy (9 years). | Boarding train. | Nov. 3 | Foot mashed. |
| 14 | C. F. Grinnel. | Coal miner. | | 7 | Foot cut off. |
| 15 | Thomas Canty. | Boy (13 years) | | 28 | Foot crushed. |
| 16 | Walter Brayton. | Coal miner. | Stealing ride. | Jan. 1, 1886. | Skull broken. |
| 17 | James Sullivan. | Freight conductor. | Spilled coffee. | 18 | Scalded hand. |
| 18 | Campbell Blue. | Farmer. | Crossing track. | 22 | Killed. |
| 19 | J. A. Clifford. | Brakeman. | Run over by yard pony. | 27 | Leg crushed. |
| 20 | David Ford. | Carpenter. | Walked on track. | 30 | Foot shocked. |
| 21 | H. S. Lane. | Brakeman. | Fell from car. | Feb. 1 | Thumb and two fingers mashed. |
| 22 | J. M. Stowe. | | Coupling. | Mar. 1 | Foot crushed. |
| 23 | Jas. O. Beaus. | | Struck switch stand. | 9 | Skull fractured. |
| 24 | James Weaver. | | Walked beside track. | 19 | Side bruised, head cut. |
| 25 | Miss A. Jardt. | Lady. | Jumped on cars. | 30 | Foot bruised. |
| 26 | Miss Mary M. Orr. | | Walked on track. | 30 | Some injured. |
| 27 | Geo. Ruloff. | Laborer. | Coupling. | 38 | Two fingers crushed. |
| 28 | Jno. O. Kraft. | Brakeman. | | 29 | Hand mashed. |
| 29 | Geo. Blakeley. | Section laborer. | Jumped from train. | June 12 | Collar bone broken. |

INDIANAPOLIS, DECATUR AND SPRINGFIELD RAILWAY.

ORGANIZATION AND CONSTRUCTION.

Consolidation, January 1, 1853, of the Indiana and Illinois, and Illinois and Indiana Railroad Companies, under name of Indiana and Illinois Central Railroad Companies. Sold under foreclosure April 26, 1875, and reorganized under present name November 16, 1875. Completed to Indianapolis, February 9, 1880.

Leased to Indiana, Bloomington and Western Railway January 1, 1882. On March 16, 1885, road surrendered by Indiana, Bloomington and Western Railway, to trustees and bondholders and on same day, on application of second mortgage bondholders, road was placed in hands of Receiver.

OFFICERS.

| | |
|---|------------------------|
| Receiver, H. B. Hammond..... | New York. |
| General Solicitor, R. B. F. Pierce..... | Crawfordsville, Ind. |
| Treasurer, Thos. B. Atkins..... | New York. |
| Auditor, J. V. McNeal..... | Indianapolis. |
| Superintendent, George W. Bender..... | Indianapolis. |
| General Freight Agent..... | } John S. Lazarus..... |
| General Passenger Agent..... | |
| General Ticket Agent..... | |
| Master Mechanic, John McKenna..... | Indianapolis. |
| General Road Master, A. J. Diddle..... | Indianapolis. |

CAPITAL STOCK

| | |
|---|--------------|
| Amount of common stock..... | \$500,000 00 |
| Number of stockholders in Illinois..... | 2 |
| Number elsewhere..... | Unknown. |
| Amount of stock held in Illinois..... | \$100 00 |
| Number of shares held in Illinois..... | 2 |

FUNDED DEBT IN DETAIL.

| Name of Bond. | When issued. | When due. | Interest. | | Amount of bonds. |
|-------------------|--------------|-----------|----------------|---------------|------------------|
| | | | Rate per cent. | When payable. | |
| 1st mortgage..... | 1876 | 1906 | 7 | April & Oct. | \$1,800,000 00 |
| 2d mortgage..... | 1876 | 1906 | 7 | Jan. & Feb. | 2,778,000 00 |
| Total..... | | | | | \$4,578,000 00 |

Average bonded debt per mile for 152.51 miles, \$30,017 70.

UNFUNDED DEBT IN DETAIL.

| On what Account. | Amount. |
|---|-----------------------|
| Interest unpaid 2d mortgage coupons and $\frac{1}{2}$ of 2d mortgage coupons..... | \$2,073,275 00 |
| Vouchers and accounts (other than current) | 85,923 02 |
| Total | \$2,159,198 02 |

TOTAL LIABILITIES.

COMMON STOCK AND FUNDED AND UNFUNDED DEBT.

| Stocks and bonds. | Total. |
|---|-----------------------|
| Common stock..... | \$500,000 00 |
| Bonded debt..... | 4,578,000 00 |
| Floating debt..... | 2,151,198 02 |
| Aggregate | \$7,229,198 02 |
| Average per mile, for 152.51 miles..... | \$33,296 17 |

LENGTH OF TRACK.

| Main Line. | Whole line miles. | Main line and branch's miles. | In Illinois, miles. | Main line and branch's in Illinois. |
|---|-------------------|-------------------------------|---------------------|-------------------------------------|
| From Indianapolis, Ind., to Decatur, Ill..... | 152.51 | | 74.81 | |
| Main line and branches | | 152.51 | | 74.81 |
| Sidings on main line | 19.66 | 19.66 | 7.56 | 7.56 |
| Aggregate length of all tracks..... | | 172.17 | | 82.37 |

Proportion of road in Illinois, 47.81 per cent.

RAILS AND TIES.

| | |
|----------------------------------|------------|
| Iron— | |
| On road | 29 miles. |
| Average weight per yard..... | 55 lbs. |
| Steel— | |
| On road..... | 122 miles. |
| Average weight per yard | 60 lbs. |
| Ties— | |
| Average number per mile | 2,640 |
| Number laid during the year..... | 35,733 |

BRIDGES.

| | | | |
|-----------------------------------|---------------|----------------|------------------|
| Number of wooden in Illinois..... | 1..... | length, | 52 feet. |
| Number of iron in Illinois..... | 1..... | length, | 140 feet. |
| Total | 2..... | length, | 192 feet. |

BUILT DURING THE YEAR IN ILLINOIS.

| | |
|----------------------|-------------------|
| One iron bridge..... | length, 140 feet. |
|----------------------|-------------------|

FENCING.

| | Whole line. | | In Illinois. | |
|----------------------|------------------|--------------|------------------|--------------|
| | Length in miles. | Cost per rod | Length in miles. | Cost per rod |
| Post and board | 29 | \$1 00 | 19 | \$1 00 |
| Wire | 119 | 80 | 55 | 80 |

STATIONS.

| | |
|-----------------------------|----|
| Number in Illinois..... | 13 |
| Number out of Illinois..... | 13 |
| Total on whole line..... | 26 |

EQUIPMENT.

| Description. | Whole line. | Total. |
|--|-------------|--------|
| Locomotives: | | |
| Passenger | 5 | |
| Freight | 7 | |
| Switching | 2 | |
| | | 14 |
| Passenger equipment: | | |
| Coaches | 13 | |
| Officers' cars | 1 | |
| Express, baggage and mail cars—combination | 4 | |
| | | 18 |
| Freight equipment: | | |
| Box cars | 501 | |
| Stock cars | 69 | |
| Caboosees | 6 | |
| Flat cars | 70 | |
| Coal cars | 110 | |
| Other cars | 1 | |
| | | 757 |
| Total number cars of all classes | | 775 |

Platform and coupler used, Miller.

Brake used, Eames' Automatic.

EMPLOYEES.

NUMBER, CHARACTER OF SERVICE, AND ANNUAL SALARIES OF EMPLOYEES.

| Average No. employed. | Office and Employees. | Average salary. |
|-----------------------|--|-----------------|
| 12 | Machinists, daily | \$2 39 |
| 3 | Passenger conductors, monthly. | 87 50 |
| 6 | Freight conductors, monthly. | 191 85 |
| 5 | Passenger engineers, monthly. | 115 00 |
| 7 | Freight engineers, monthly. | 102 81 |
| 7 | Freight firemen, monthly. | 51 20 |
| 7 | Passenger firemen, monthly. | 55 80 |
| 5 | Wipers, day | 1 25 |
| 3 | Baggage men, monthly | 51 75 |
| 14 | Brakemen, monthly | 53 52 |
| 35 | Station agents also telegraph operators, monthly | 38 21 |
| 9 | Telegraph operators not station agents, monthly | 35 00 |
| 22 | Carpenters, day | 2 16 |
| 25 | Section foremen, monthly. | 42 00 |
| 124 | Sectionmen, day | 1 10 |
| 6 | Laborers, day | 1 25 |
| 10 | Switchmen and watchmen, monthly | 43 40 |
| 298 | | |

TRAFFIC.

PASSENGERS AND FREIGHT CARRIED.

| | Whole line. |
|---|---|
| Through passengers..... | 15,483 |
| Local passengers..... | 111,169 |
| Total passengers carried..... | 126,652 |
| Number of passengers carried one mile..... | 4,506,473 |
| Average number cars in passenger train..... | 3.48 |
| Average number of miles traveled by each passenger..... | 35.6 |
| Average receipts per passenger per mile..... | 2 ¹¹ / ₁₀₀ cents. |
| Average cost per passenger per mile..... | 2.17 cents. |
| Through freight, in tons..... | 34,048 |
| Local freight, in tons..... | 174,395 |
| Total tons freight carried..... | 208,443 |
| Average tons of freight carried one mile..... | 19,003,060 |
| Average number of cars in freight train..... | 14.6 |
| Average number tons of freight per train..... | 87.72 |
| Average number tons of freight per car..... | 6.01 |
| Average receipt per ton freight per mile..... | 1.46 cents. |

FREIGHT CLASSIFIED.

| | Whole line. Tons. |
|--|----------------------|
| Corn..... | 67,340 |
| Wheat..... | 9,048 |
| Rye..... | 1,056 |
| Oats and barley..... | 16,279 |
| Flour..... | 1,916 |
| Salt..... | 622 |
| Lumber..... | 24,234 |
| Other agricultural products..... | 94 |
| Horses and mules..... | 441 |
| Cattle..... | 6,645 |
| Hogs and sheep..... | 18,586 |
| Stone, brick, sand, lime, clay, cement and stucco..... | 899 |
| Coal..... | 24,623 |
| Merchandise..... | 36,660 |
| Total tons..... | 208,443 |

MILEAGE.

TRAIN MILEAGE.

| Trains. | Whole line. |
|--------------------------|-------------|
| Passenger..... | 211,652 |
| Freight..... | 174,928 |
| Mixed..... | 41,674 |
| Total train mileage..... | 428,254 |

CAR MILEAGE.

| Cars. | Whole line. |
|----------------------------------|-------------|
| Passenger, mail and baggage..... | 727,064 |
| Freight..... | 3,160,689 |
| Total car mileage..... | 3,897,753 |
| Empty freight car mileage..... | 1,164,144 |

PASSENGER MILEAGE AND FREIGHT TONNAGE.

| Passenger mileage. | Whole line. | Freight tonnage. | Whole line. |
|-----------------------------|-------------|----------------------------|-------------|
| Through..... | 2,001,922 | Through..... | 3,569,314 |
| Local..... | 2,504,551 | Local..... | 15,433,746 |
| Total passenger mileage.... | 4,506,473 | Total freight tonnage..... | 19,003,160 |

INCOME.

MONTHLY TRANSPORTATION EARNINGS—WHOLE LINE.

| Months. | From passenger department. | From freight department. | Total. |
|--------------------|----------------------------|--------------------------|--------------|
| 1885, July..... | \$10,087 35 | \$19,831 07 | \$29,918 42 |
| “ August..... | 14,864 06 | 31,404 15 | 46,268 21 |
| “ September..... | 13,017 61 | 24,480 22 | 37,497 83 |
| “ October..... | 13,206 62 | 21,478 86 | 34,685 48 |
| “ November..... | 11,004 24 | 29,295 75 | 40,299 97 |
| “ December..... | 9,614 75 | 34,788 75 | 44,403 50 |
| 1886, January..... | 9,297 06 | 26,640 51 | 35,937 57 |
| “ February..... | 8,098 78 | 23,901 76 | 32,000 54 |
| “ March..... | 9,771 57 | 20,167 44 | 29,939 01 |
| “ April..... | 9,640 23 | 17,671 37 | 27,311 60 |
| “ May..... | 9,097 26 | 18,236 32 | 27,333 58 |
| “ June..... | 9,231 51 | 19,629 16 | 28,860 67 |
| Total..... | \$126,931 04 | \$287,525 34 | \$414,456 38 |

IN ILLINOIS.

| Months. | From passenger department. | From freight department. | Total. |
|------------|----------------------------|--------------------------|--------------|
| Total..... | \$59,657 58 | \$135,136 90 | \$194,794 48 |

Estimated at 47 per cent. for the year.

TOTAL INCOME FROM ALL SOURCES.

| Sources. | Whole line. | In Illinois. |
|---|--------------|--------------|
| From passenger and freight departments..... | \$414,456 38 | \$194,794 48 |
| Total income from all sources..... | \$414,456 38 | \$194,794 48 |

DEDUCTIONS MADE FROM TRANSPORTATION EARNINGS.

| Average Earnings. | Whole line. |
|--|--------------------------------|
| Average passenger department earnings per mile | \$832 33 |
| Average passenger department earnings per train mile | 60 |
| Average freight department earnings per mile | 1,885 41 |
| Average freight department earnings per train mile | 1 33 |
| Average gross transportation earnings per mile | 2,717 74 |
| Average gross transportation earnings per train mile | 96 ¹ / ₅ |
| Average net transportation earnings per mile | 716 16 |
| Average net transportation earnings per train mile | 23 ¹ / ₅ |
| The ratio of passenger to freight earnings was | As 100 is to 44 |

OPERATING EXPENSES AND TAXES.

| Items of Operating Expenses. | Whole line. | *In Illinois. |
|--|--------------|---------------|
| Salaries, general officers and clerks | \$19,975 77 | |
| Law expenses | 3,929 33 | |
| Insurance | 2,134 10 | |
| Stationery and printing | 2,835 00 | |
| Outside agencies and advertising | 8,769 19 | |
| Contingencies | 6,561 55 | |
| Repairs or renewals—bridges (including culverts and cattle-guards) | 8,515 44 | |
| Repairs or renewals—buildings | 3,892 52 | |
| Repairs or renewals—fences, road-crossings or signs | 453 78 | |
| Renewals of ties | 13,351 62 | |
| Repairs of roadway and track | 42,509 85 | |
| Repairs of locomotives | 21,781 57 | |
| Fuel for locomotives | 19,830 63 | |
| Water supply | 2,750 37 | |
| Oil and waste | 1,782 61 | |
| Locomotive service | 24,295 83 | |
| Repairs of passenger cars | 5,814 42 | |
| Passenger train service | 7,903 22 | |
| Passenger train supplies | 4,281 53 | |
| Mileage of passenger cars (debit balance) | 2,646 16 | |
| Repairs of freight cars | 17,947 59 | |
| Freight train service | 12,548 41 | |
| Freight train supplies | 3,419 98 | |
| Mileage of freight cars (debit balance) | 3,217 91 | |
| Telegraph expenses (maintenance and operating) | 5,158 28 | |
| Damage and loss of freight and baggage | 453 81 | |
| Other Ex. M. P. department | 5,625 55 | |
| Agents and station service | 51,960 56 | |
| Station supplies | 1,194 44 | |
| Total operating expenses | \$305,241 42 | \$143,463 46 |
| Taxes | 20,024 07 | 9,411 31 |
| Total operating expenses and taxes | \$325,265 49 | \$152,874 77 |

Average operating expenses (less taxes) per mile, \$2,001.45.

Proportion of operating expenses (less taxes) to earnings, 73 %.

* Estimated at 47 %.

EXPENSES IN ADDITION TO OPERATING EXPENSES AND TAXES.

| | |
|--|--------------|
| Additional equipment | \$37,433 50 |
| Additional real estate | 500 00 |
| Additional buildings | 1,603 11 |
| Additional side tracks | 1,295 28 |
| Steel rails in lieu of iron laid in 1873 | 67,702 41 |
| Bridge (iron displacing wood) | 8,700 00 |
| Filling, new crossing, etc | 10,974 53 |
| Total additional expenses | \$128,208 83 |

GENERAL EXHIBIT.

NET INCOME, DIVIDENDS, BALANCES.

| | |
|---|--------------|
| Total income..... | \$414,456 38 |
| Operating expenses, less taxes..... | 305,241 42 |
| Excess of income over operating expenses..... | \$109,214 96 |
| Less taxes..... | 20,024 07 |
| Excess of income over operating expenses and taxes..... | \$89,190 89 |
| Interest on funded debt 1st mortgage..... | 126,000 00 |
| Deficit..... | \$36,809 11 |
| Balance for the year (loss)..... | 36,809 11 |
| Balance (loss) carried forward to next year..... | 36,809 11 |

CHARGES TO PROPERTY DURING THE YEAR.

Dr.

| | |
|-------------------------------------|--------------|
| Construction and equipment— | |
| Equipment..... | \$37,433 52 |
| Right of way..... | 500 00 |
| Buildings..... | 1,603 11 |
| Side track..... | 1,295 28 |
| Steel rails less iron..... | 67,702 41 |
| Bridge Sangamon river..... | 8,700 00 |
| Filling Sangamon, new crossing..... | 10,974 53 |
| Total charges..... | \$128,208 83 |

INDIANAPOLIS, DECATUR AND SPRINGFIELD RAILWAY.

BALANCE SHEET, JUNE 30, 1886.

| | | |
|----------------------------|----------------|----------------|
| Cost of property..... | \$3,266,972 82 | |
| Construction..... | 1,581,908 49 | |
| Equipment, \$5,464.52..... | 373,261 80 | |
| Material on hand..... | 25,641 75 | |
| Cash balances..... | 4,894 98 | |
| Outstanding accounts..... | 133,493 68 | |
| Capital stock..... | | \$500,000 00 |
| First mortgage bonds..... | | 1,800,000 00 |
| Second mortgage bonds..... | | 2,778,000 00 |
| Outstanding accounts..... | | 102,432 11 |
| Balance..... | | 205,740 61 |
| | \$5,386,172 72 | \$5,386,172 72 |

RECEIVER'S GENERAL BALANCE SHEET.

| Assets. | | Liabilities. | |
|------------------------------------|--------------|--|--------------|
| Construction account..... | \$92,282 61 | <i>Unfunded debt, as follows:</i> | |
| Equipment account..... | 47,913 28 | Interest accrued..... | \$33,750 00 |
| <i>Cash items, as follows:</i> | | Vouchers and accounts..... | 102,225 47 |
| Cash..... | 12,456 12 | <i>Other liabilities:</i> | |
| Due from agents and companies..... | 12,263 18 | Asthurst & Walker, Trustees..... | 51,678 62 |
| <i>Cash assets, as follows:</i> | | Certificates of Receiver's indebtedness..... | 50,000 00 |
| Materials and supplies..... | 19,861 45 | | |
| Debit balance..... | 22,877 32 | | |
| Total assets..... | \$237,654 20 | Total liabilities..... | \$237,654 20 |

ADDITIONAL INFORMATION.

The Receiver is collecting under contract made by L. B. & W. R'y. at rate of \$10,262.92 per annum, for transportation of United States mails.

American Express Company does business on this road, guaranteeing a minimum of \$30 per day.

Chair cars are run free.

This Company has pooling arrangements with all railways at Decatur, Ill., and with the Wabash, St. Louis and Pacific at Hammond.

The freight rates at pooling points on this road, as compared with like kinds and quantities of freight at points where no pooling contract is in force, are not materially different.

Through freight is freight delivered by a connecting line of railway destined to a point common to ourselves and some other railway, but does not include business originating at termini, although carried the length of the road.

JACKSONVILLE SOUTHEASTERN RAILWAY.

ORGANIZATION AND CONSTRUCTION.

The Jacksonville Southeastern Railway Company was organized June 28, 1879. It purchased the railroad from Jacksonville to Virden, formerly owned by the Jacksonville, Northwestern and Southeastern Railroad Company, 30.7 miles, and during the year 1880 extended the same to Litchfield Illinois, a distance of 25.2 miles.

OFFICERS.

| | |
|--|--------------------|
| President, William S. Hook..... | Jacksonville, Ill. |
| Vice-President, A. E. Ayers..... | Jacksonville, Ill. |
| General Solicitor, L. L. Morrison..... | Jacksonville, Ill. |
| Treasurer, M. P. Ayers..... | Jacksonville, Ill. |
| General Superintendent, E. S. Greenleaf..... | Jacksonville, Ill. |
| Master Mechanic, Ira F. Petrie..... | Jacksonville, Ill. |
| General Road Master, George H. Dunavan..... | Jacksonville, Ill. |

General office at Jacksonville, Illinois.

DIRECTORS.

| | |
|------------------------|--------------------|
| William S. Hook..... | Jacksonville, Ill. |
| Marshall P. Ayers..... | Jacksonville, Ill. |
| A. E. Ayers..... | Jacksonville, Ill. |
| J. A. Ayers..... | Jacksonville, Ill. |
| Marcus Hook..... | Jacksonville, Ill. |
| J. H. Dunn..... | Philadelphia, Pa. |
| William Elliott..... | Philadelphia, Pa. |

CAPITAL STOCK.

| | |
|---|----------------|
| Amount of common stock..... | \$1,000,000 00 |
| Number of stockholders in Illinois..... | 7 |
| Number elsewhere..... | 16 |
| Amount of stock held in Illinois..... | 909,700 00 |
| Number of shares held in Illinois..... | 9,097 |

FUNDED DEBT IN DETAIL.

| Name of Bond. | When issued. | When due. | Interest. | | Amount of bonds. |
|-----------------------|--------------|-----------|----------------|---------------|------------------|
| | | | Rate per cent. | When payable. | |
| First mortgage..... | July 1, 1880 | 1910 | 6 | Jan. and July | \$300,000 00 |
| General mortgage..... | July 1, 1882 | 1912 | 6 | " " | 883,000 00 |
| Total..... | | | | | \$1,183,000 00 |

Average bonded debt per mile for 112.3 miles, \$10,531 28

UNFUNDED DEBT IN DETAIL.

| On What Account. | Amount. |
|---|-------------|
| Vouchers and accounts (other than current)..... | \$12,620 83 |
| Notes due, unpaid | 20,000 00 |
| Total | \$32,620 83 |

TOTAL LIABILITIES.

COMMON STOCK AND FUNDED AND UNFUNDED DEBT.

| Stocks and bonds. | Total. |
|--|----------------|
| Common stock | \$1,000,000 00 |
| Bonded debt..... | 1,183,000 00 |
| Floating debt..... | 32,620 83 |
| Aggregate | \$2,215,620 83 |
| Average per mile for 112.3 miles | \$19,439 00 |

LENGTH OF TRACK.

| Main Line. | Whole line miles. | In Illinois, miles. |
|-------------------------------------|-------------------|---------------------|
| From Jacksonville to Centralia..... | 112.3 | 112.3 |
| Sidings on main line..... | 6.05 | 6.05 |
| Aggregate length of all tracks..... | 118.35 | 118.35 |

RAILS AND TIES.

| | | |
|----------------------------------|-------------|--|
| Iron— | | |
| On road..... | 49.8 miles. | |
| Average weight per yard..... | 56 pounds. | |
| Re-laid during the year..... | 1.77 miles. | |
| Steel— | | |
| On road..... | 62.5 miles. | |
| Average weight per yard..... | 56 pounds. | |
| Re-laid during the year..... | 2.9 miles. | |
| Ties— | | |
| Average number per mile..... | 3,000 | |
| Number laid during the year..... | 19,846 | |

BRIDGES.

Number of wooden in Illinois, 31.....length, 14,484 feet.

FENCING.

Built during the year, 4,692 feet of wire and board fence, and 64,648 feet of wire fence, at a cost of \$1.00 per rod.

Hedge fence on the road, 9.89 miles.

STATIONS.

| | |
|--------------------------|----|
| Number in Illinois..... | 26 |
| Total on whole line..... | 26 |

EQUIPMENT.

| Description. | Whole line. |
|---------------------------------------|-------------|
| Locomotives— | |
| Passenger..... | 3 |
| Freight..... | 3 |
| | 6 |
| Passenger equipment— | |
| Coaches..... | 9 |
| Baggage cars..... | 2 |
| Freight equipment— | |
| Box cars..... | 25 |
| Cabooses..... | 2 |
| Coal cars..... | 36 |
| Total number cars of all classes..... | 74 |

EMPLOYEES.

NUMBER, CHARACTER OF SERVICE, AND ANNUAL SALARIES OF EMPLOYEES.

| Average No. em- ployed. | Officers and Employés. | Average yearly salary. | Aggregate yearly salary. |
|-------------------------------|--|------------------------------|--------------------------------|
| 1 | General officer..... | \$2,500 00 | \$2,500 00 |
| 1 | Master mechanic..... | 1,200 00 | 1,200 00 |
| 1 | Road master..... | 1,500 00 | 1,500 00 |
| 3 | Clerks..... | 726 67 | 2,180 00 |
| 5 | Machinists..... | 780 00 | 3,900 00 |
| 2 | Passenger conductors..... | 960 00 | 1,920 00 |
| 1 | Freight conductor..... | 720 00 | 720 00 |
| 3 | Passenger engineers..... | 1,014 00 | 3,042 00 |
| 2 | Freight engineers..... | 936 00 | 1,872 00 |
| 5 | Firemen..... | 546 00 | 2,730 00 |
| 4 | Wipers..... | 468 00 | 1,872 00 |
| 5 | Brakemen..... | 560 00 | 2,820 00 |
| 6 | Station agents not telegraph operators..... | 215 00 | 1,290 00 |
| 15 | Station agents also telegraph operators..... | 460 00 | 6,900 00 |
| 1 | Telegraph operator not station agent..... | 1,000 00 | 1,000 00 |
| 5 | Carpenters..... | 720 00 | 3,600 00 |
| 15 | Section foremen..... | 510 00 | 7,650 00 |
| 68 | Sectionmen..... | 372 00 | 25,296 00 |
| 2 | Laborers..... | 390 00 | 780 00 |
| 2 | Flagmen..... | 240 00 | 480 00 |
| 1 | Switchman and watchman..... | 540 00 | 540 00 |
| 1 | Bridge tender and pumper..... | 390 00 | 390 00 |
| 1 | Other employé..... | 419 10 | 419 10 |
| | Total..... | | \$74,601 10 |

Of these employees, all are employed in Illinois, and their aggregate annual salary is \$74,601 10.

TRAFFIC.

PASSENGERS AND FREIGHT CARRIED.

| | Whole line. |
|---|-------------|
| Number of passengers carried on mile..... | 1,993,347 |
| Average number of cars in passenger train..... | 3 |
| Average number of miles traveled by each passenger..... | 18 |

FREIGHT CLASSIFIED.

| | Whole line tons. |
|--|---------------------|
| Corn..... | 12,683 |
| Wheat..... | 1,443 |
| Rye..... | 55 |
| Oats..... | 6,654 |
| Barley..... | 294 |
| Flour..... | 1,021 |
| Provisions..... | 79 |
| Salt..... | 519 |
| Agricultural implements..... | 136 |
| Furniture..... | 16 |
| Wagons and other manufactured articles..... | 367 |
| Lumber..... | 7,512 |
| Other forest products..... | 6,505 |
| Horses and mules..... | 401 |
| Cattle..... | 2,394 |
| Hogs and sheep..... | 3,750 |
| Iron, lead and other mineral products..... | 1,111 |
| Stone, brick, sand, lime, clay, cement and stucco..... | 3,133 |
| Coal..... | 17,002 |
| Merchandise..... | 1,408 |
| Other articles..... | 43,713 |
| Total tons..... | 110,296 |

MILEAGE.

TRAIN MILEAGE.

| Trains. | In Illinois. |
|--------------------------|--------------|
| Passenger..... | 104,364 |
| Freight..... | 34,286 |
| Mixed..... | 36,255 |
| Excursion..... | 2,246 |
| Construction..... | 2,696 |
| Total train mileage..... | 179,847 |

INCOME.

MONTHLY TRANSPORTATION EARNINGS—WHOLE LINE.

| Months. | From passenger department | From freight department. | Total. |
|--------------------|---------------------------------|--------------------------------|--------------|
| 1885, July..... | \$14,617 80 | \$5,471 00 | \$10,088 80 |
| " August..... | 8,093 76 | 8,872 43 | 16,966 19 |
| " September..... | 6,560 17 | 8,702 68 | 15,262 85 |
| " October..... | 5,483 11 | 11,670 02 | 17,153 13 |
| " November..... | 4,727 02 | 7,495 87 | 12,222 89 |
| " December..... | 3,251 16 | 9,436 65 | 12,687 81 |
| 1886, January..... | 3,033 11 | 7,376 68 | 10,409 79 |
| " February..... | 5,319 93 | 11,078 30 | 16,398 23 |
| " March..... | 6,579 89 | 3,776 44 | 10,347 33 |
| " April..... | 5,763 47 | 7,472 72 | 13,236 19 |
| " May..... | 2,837 95 | 7,055 51 | 9,893 46 |
| " June..... | 5,729 47 | 8,247 96 | 13,968 43 |
| Total..... | \$61,978 84 | \$96,656 26 | \$158,635 10 |

INCOME FROM OTHER SOURCES.

| Sources. | In Illinois. |
|---------------|--------------|
| Sundries..... | \$3,515 92 |

TOTAL INCOME FROM ALL SOURCES.

| Sources. | Whole line. |
|------------------------------------|--------------|
| From passenger department..... | \$61,978 84 |
| From freight department..... | 96,656 26 |
| From other sources..... | 3,515 92 |
| Total income from all sources..... | \$162,151 02 |

DEDUCTIONS MADE FROM TRANSPORTATION EARNINGS.

| Average earnings. | In Illinois. |
|---|--------------|
| Average passenger department earnings per mile..... | \$551 90 |
| Average freight department earnings per mile..... | 860 69 |
| Average gross transportation earnings per mile..... | 1,412 59 |
| Average net transportation earnings per mile..... | 569 75 |

OPERATING EXPENSES AND TAXES.

| Items of Operating Expenses. | Whole line. |
|--|--------------|
| Salaries general officers and clerks | \$6,761 05 |
| Law expenses | 42 10 |
| Insurance | 572 00 |
| Stationery and printing | 911 82 |
| Outside agencies and advertising | 156 94 |
| Repairs or renewals—bridges (including culverts and cattle-guards) | 1,790 87 |
| Repairs or renewals—fences, road-crossings or signs | 131 50 |
| Renewals of rails, ties, roadway and track | 27,823 37 |
| Repairs of locomotives | 10,865 83 |
| Fuel for locomotives | 6,342 08 |
| Water supply | 735 15 |
| Oil and waste | 2,056 70 |
| Locomotive service | 8,552 03 |
| Repairs of passenger cars | 6,781 27 |
| Passenger train service | 3,714 12 |
| Repairs of freight cars | 3,648 43 |
| Freight train service | 1,916 95 |
| Mileage of freight cars (debit balance) | 1,201 25 |
| Telegraph expenses (maintenance and operating) | 83 15 |
| Damage and loss of freight and baggage | 23 25 |
| Damage to property and cattle | 439 05 |
| Personal injury | 311 70 |
| Agents and station service | 9,642 24 |
| Station supplies | 117 79 |
| Total operating expenses | \$94,651 54 |
| Taxes | 9,719 74 |
| Total operating expenses and taxes | \$104,371 28 |

Average operating expenses (less taxes) per mile, \$842.84.

Proportion of operating expenses (less taxes) to earnings, 59.66 per cent.

EXPENSES IN ADDITION TO OPERATING EXPENSES AND TAXES.

| Paid for. | Whole line. |
|--|-------------|
| Additional equipment | \$138 48 |
| Construction | 15,776 63 |
| Interest on funded and unfunded debt | 70,242 34 |
| Total additional expenses | \$86,157 45 |

GENERAL EXHIBIT.

NET INCOME, DIVIDENDS, BALANCES.

| | |
|--|--------------|
| Total income | \$162,151 02 |
| Operating expenses, less taxes | 94,651 54 |
| Excess of income over operating expenses | \$67,499 48 |
| Less taxes | 9,719 74 |
| Excess of income over operating expenses and taxes | \$57,779 74 |
| Interest on funded and unfunded debt | 70,242 34 |
| Balance for the year (deficit) | \$12,462 60 |
| Balance (profit) last year | 35,121 46 |
| Balance (profit) | \$20,658 86 |
| Balance (profit) carried forward to next year | \$20,658 86 |

GENERAL BALANCE SHEET.

| Assets. | | Liabilities. | |
|---------------------------------|----------------|-----------------------------------|----------------|
| Construction account..... | \$2,060,708 76 | Capital stock..... | \$1,000,000 00 |
| Equipment account | 168,433 96 | Funded debt..... | 1,183,000 00 |
| <i>Cash item, as follows:</i> | | <i>Unfunded debt, as follows:</i> | |
| Due from agents and companies | 726 06 | Notes payable | 20,000 00 |
| <i>Cash assets, as follows:</i> | | Vouchers and accounts..... | 12,620 83 |
| Materials and supplies..... | 6,410 91 | Profit and loss..... | 20,658 86 |
| Total assets..... | \$2,236,279 69 | Total liabilities | \$2,236,279 69 |

ADDITIONAL INFORMATION.

This Company has a contract with the United States Government for the transportation of mails, for which it receives \$5,652.92 per annum.

The United States Express Company does business on this road. We have no contract; it simply pays for freight carried.

KANKAKEE AND SENECA RAILROAD.

ORGANIZATION AND CONSTRUCTION.

The Kankakee and Seneca Railroad Company was organized on the 22d day of February, A. D. 1881. This is the date of its charter. The road was opened for business in January, 1882, from Kankakee, Ill., to Seneca, Ill., a distance of 42.30 miles.

Since it was opened this road has been operated by the Cincinnati, Indianapolis, St. Louis and Chicago Railway Company for the Kankakee and Seneca Railroad Company, and the officers and the heads of departments of the former company have been in charge.

The President of the Kankakee and Seneca Railroad Company is Thos. P. Bonfield, of Kankakee, Ill., but all communications relative to the Company should be addressed to E. F. Osborn, Secretary and Treasurer, Cincinnati, O.

OFFICERS.

| | |
|---|--------------------|
| President, Thos. P. Bonfield..... | Kankakee, Ill. |
| Secretary, E. F. Osborn..... | Cincinnati, O. |
| General Superintendent, J. W. Sherwood..... | Indianapolis, Ind. |
| Chief Engineer, T. O. Morris..... | Indianapolis, Ind. |
| General Freight Agent, H. J. Page..... | Cincinnati, O. |
| General Passenger Agent, John Egan..... | Cincinnati, O. |
| Purchasing Agent, Geo. Tozzer..... | Cincinnati, O. |
| General Road Master, P. J. Kelley..... | Kankakee, Ill. |

General office at Cincinnati, O.

Date of annual election, last Wednesday in October each year.

DIRECTORS.

| | |
|---------------------|----------------|
| R. R. Cable..... | Chicago, Ill. |
| W. G. Purdy..... | Chicago, Ill. |
| T. P. Bonfield..... | Kankakee, Ill. |
| M. E. Ingalls..... | Cincinnati, O. |
| E. F. Osborn..... | Cincinnati, O. |

CAPITAL STOCK.

| | |
|---|-------------|
| Amount of common stock..... | \$10,000 00 |
| Number of stockholders in Illinois..... | 3 |
| Number elsewhere..... | 3 |
| Amount of stock held in Illinois..... | 5,050 00 |
| Number of shares held in Illinois..... | 101 |

FUNDED DEBT IN DETAIL.

| Name of bond. | When issued. | When due. | Interest. | | Amount of bonds. |
|--|--------------|--------------|----------------|---------------|------------------|
| | | | Rate per cent. | When payable | |
| First mortgage..... | July 1, 1882 | July 1, 1992 | 6 | Jan. & July 1 | \$650,000 00 |
| Total | | | | | \$650,000 00 |
| Average bonded debt per mile for 42.30 miles | | | | | \$15,396 43 |

UNFUNDED DEBT IN DETAIL.

| On what account. | Amount. |
|--|--------------|
| Interest unpaid | \$154,560 76 |
| Vouchers and accounts (other than current) | 75 |
| Total | \$154,561 51 |

TOTAL LIABILITIES.

COMMON STOCK AND FUNDED AND UNFUNDED DEBT.

| Stocks and bonds. | Total. |
|--|--------------|
| Common stock | \$10,000 00 |
| Bonded debt | 650,000 00 |
| Floating debt | 154,561 51 |
| Aggregate | \$814,561 51 |
| Average per mile, for 42.3 miles | \$15,602 84 |

LENGTH OF TRACK.

| Main line. | Whole line. Miles. | Main line and branches. Miles. | In Illinois. Miles. | Main line and branches, in Illinois. |
|---|-----------------------|--------------------------------------|------------------------|--|
| From to | 42.32 | | 42.32 | |
| Main line and branches | | 42.32 | | 42.32 |
| Sidings on main line | 4.80 | | 4.80 | |
| Aggregate length of all tracks | | 47.12 | | 47.12 |
| Proportion of road in Illinois, 100 per cent. | | | | |

RAILS AND TIES.

| | |
|-----------------------------------|--------------|
| Iron— | |
| On road | 45 96 miles. |
| Average weight per yard | 56 pounds. |
| Steel— | |
| On road | 1 17 miles. |
| Average weight per yard | 56 pounds. |
| Ties— | |
| Average number per mile | 2,800 |
| Number laid during the year | 3,700 |

BRIDGES.

| | | |
|-------------------------------|--------|---------------------|
| Number of wooden in Illinois, | 5..... | length, 1,350 feet. |
| Number of iron in Illinois, | 1..... | length, 141 feet. |
| Total | 6..... | length, 1,501 feet. |

FENCING.

| | |
|-----------------------------------|---------------------|
| In Illinois—Wire, whole line..... | Cost, 75c. per rod. |
|-----------------------------------|---------------------|

STATIONS.

| | |
|--------------------------|---|
| Number in Illinois..... | 5 |
| Total on whole line..... | 5 |

EQUIPMENT.

| Description. | Whole line. | Total. |
|---------------------------------------|-------------|--------|
| Locomotives— | | |
| Passenger and freight..... | 4 | 4 |
| Passenger equipment— | | |
| Coaches..... | 2 | |
| Baggage cars..... | 2 | 4 |
| Freight equipment— | | |
| Box cars..... | 200 | |
| Stock cars..... | 10 | |
| Flat cars..... | 20 | |
| Coal cars..... | 10 | |
| Other cars—hand and push..... | 12 | 252 |
| Total number cars of all classes..... | | 256 |

Platform and coupler used: Miller.
 Brake used: Westinghouse.

AVERAGE LIFE OF RAILS, TIES, BRIDGES, ETC.

| Equipment and Superstructure. | Average life in years. |
|-------------------------------|------------------------|
| Rails— | |
| Iron..... | 6 |
| Steel..... | 12 |
| Joint fastenings..... | 3 |
| Frogs..... | 2 |
| Ties— | |
| Oak..... | 6 |
| Bridges— | |
| Wooden..... | 8 |
| Fence posts— | |
| Cedar..... | 15 |

EMPLOYEES.

NUMBER, CHARACTER OF SERVICE, AND ANNUAL SALARIES OF EMPLOYEES.

| Average No. em- ployed. | Officers and Em-loyés. | Average yearly salary. | Aggregate yearly salary. |
|-------------------------------|---|------------------------------------|--------------------------------|
| 2 | General officers..... | No salary | |
| 2 | Passenger and freight engineers..... | \$810 00 | \$1,620 00 |
| 4 | Brakemen..... | 510 00 | 2,040 00 |
| 5 | Station agents not telegraph operators..... | 540 00 | 2,700 00 |
| 7 | Section foremen..... | 540 00 | 3,780 00 |
| 24 | Sectionmen..... | 310 90 | 7,245 60 |
| 5 | Bridge tenders and pumpers..... | 380 40 | 1,902 00 |
| 4 | Other employes..... | 651 18 ¹ / ₂ | 2,604 74 |
| 53 | Total..... | | \$21,892 34 |

TRAFFIC.

PASSENGERS AND FREIGHT CARRIED.

| | Whole line. |
|---|-------------|
| Through passengers..... | 66,364 |
| Local passengers..... | 18,888 |
| Total passengers carried..... | 85,252 |
| Number of passengers carried one mile..... | 504,381 |
| Average number cars in passenger train..... | 2 |
| Average number of miles traveled by each passenger..... | 19.97 |
| Average receipts per passenger per mile..... | 2.53 cts. |
| Through freight, in tons..... | 103,859 |
| Local freight, in tons..... | 19,554 |
| Total tons freight carried..... | 123,413 |
| Average tons of freight carried one mile..... | 4,294.680 |
| Average number of cars in freight train..... | 15.3 |
| Average number tons of freight per train..... | 95 |
| Average number tons of freight per car..... | 6.6 |
| Average receipt per ton freight per mile..... | 1.11 |
| Proportion freight carried in Illinois..... | 100 % |

FREIGHT CLASSIFIED.

| | Whole line. tons. |
|--|----------------------|
| Corn..... | 10,876 |
| Wheat..... | 521 |
| Rye, oats and barley..... | 15,434 |
| Flour..... | 1,815 |
| Provisions..... | 2,486 |
| Salt..... | 73 |
| Agricultural implements..... | 2,900 |
| Furniture..... | 3,740 |
| Wagons and other manufactured articles..... | 3,583 |
| Lumber..... | 2,391 |
| Other forest products..... | 2,090 |
| Horses, mules and cattle..... | 667 |
| Hogs and sheep..... | 372 |
| Iron, lead, and other mineral products..... | 2,012 |
| Stone, brick, sand, lime, clay, cement and stucco..... | 6,521 |
| Coal and coke..... | 57,677 |
| Merchandise..... | 3,476 |
| Other articles..... | 6,776 |
| Total tons..... | 123,413 |

MILEAGE.

TRAIN MILEAGE.

| Trains. | Whole line. |
|--------------------------|-------------|
| Passenger | 14,154 |
| Freight..... | 5,161 |
| Mixed..... | 49,748 |
| Total train mileage..... | 69,063 |

CAR MILEAGE.

| Cars. | Whole line. |
|-----------------------------------|-------------|
| Passenger, mail and baggage | 93,558 |
| Freight..... | 1,001,020 |
| Total car mileage..... | 1,094,578 |
| Empty freight car mileage..... | 307,579 |

PASSENGER MILEAGE AND FREIGHT TONNAGE.

| Passenger Mileage. | Whole line | Freight Tonnage. | Whole line |
|------------------------------|------------|----------------------------|------------|
| Through | 209,300 | Through..... | 4,020,798 |
| Local..... | 295,084 | Local..... | 273,882 |
| Total passenger mileage..... | 504,384 | Total freight tonnage..... | 4,294,680 |

INCOME.

MONTHLY TRANSPORTATION EARNINGS—WHOLE LINE.

| Months. | From pas- senger department. | From freight department. | Total. |
|--------------------|------------------------------------|--------------------------------|-------------|
| 1885, July..... | \$1,627 64 | \$2,729 55 | \$4,357 19 |
| " August..... | 1,613 02 | 3,106 72 | 4,719 74 |
| " September..... | 1,670 28 | 4,263 61 | 5,933 89 |
| " October..... | 1,516 38 | 5,512 12 | 7,028 50 |
| " November..... | 1,233 44 | 3,750 91 | 4,984 35 |
| " December..... | 1,383 26 | 4,074 97 | 5,458 23 |
| 1886, January..... | 1,261 41 | 3,116 38 | 4,377 79 |
| " February..... | 1,319 95 | 3,829 21 | 5,149 16 |
| " March..... | 1,529 88 | 4,438 97 | 5,968 85 |
| " April..... | 1,476 80 | 4,560 17 | 6,036 97 |
| " May..... | 1,441 02 | 4,190 62 | 5,631 64 |
| " June..... | 1,336 28 | 4,106 56 | 5,442 84 |
| Total..... | \$17,409 36 | \$47,679 79 | \$65,089 15 |

Note—All of the above is in Illinois.

INCOME FROM OTHER SOURCES.

| Sources. | Whole line. |
|-------------------------------------|-------------|
| From rents for use of station | \$60 00 |
| Miscellaneous | 46 30 |
| Total | \$106 30 |

TOTAL INCOME FROM ALL SOURCES.

| Sources. | Whole line. |
|---|-------------|
| From passenger and freight department | \$65,089 15 |
| From other sources | 106 30 |
| Total income from all sources | \$65,195 45 |

DEDUCTIONS MADE FROM TRANSPORTATION EARNINGS.

| Average Earnings. | Whole line |
|--|---------------------------------|
| Average passenger department earnings per mile | \$411 57 |
| train mile | 44 ⁸ / ₁₀ |
| Average freight department earnings per mile | 1,127 18 |
| train mile | 1 58 |
| Average gross transportation earnings per mile | 1,538 75 |
| train mile | 94 |
| Average net transportation earnings per mile | 5 40 |
| train mile | 3 ¹ / ₂ |
| The ratio of passenger to freight earnings was | As 100 is to 274 |

OPERATING EXPENSES AND TAXES.

| Items of Operating Expenses. | Whole line. |
|--|-------------|
| Salaries general officers and clerks | \$790 00 |
| Law expenses | 197 50 |
| Repairs or renewals—bridges (including culverts and cattle-guards) | 1,785 28 |
| Repairs or renewals—buildings | 613 87 |
| Repairs or renewals—fences, road-crossings or signs | 103 45 |
| Renewals of rails | 68 75 |
| Renewals of ties | 1,659 35 |
| Repairs of roadway and track | 11,971 01 |
| Repairs of water stations | 1,629 16 |
| Water supply | 697 53 |
| Passenger expense | 13,964 43 |
| Freight expense | 22,298 52 |
| Freight receipts | 4,186 92 |
| Telegraph expenses (maintenance and operating) | 18 00 |
| Damage and loss of freight and baggage | 86 57 |
| Damage to property and cattle | 385 00 |
| Personal injury and gratuities | 3,861 99 |
| Total operating expenses | \$61,317 33 |
| Taxes | 4,671 49 |
| Total operating expenses and taxes | \$65,988 82 |

Average operating expenses (less taxes) per mile, \$1,529.50.

Average operating expenses (less taxes) per train mile 93¹/₁₀.Proportion of operating expenses (less taxes) to earnings, 98¹/₁₀ per cent.

GENERAL EXHIBIT.

NET INCOME, DIVIDENDS, BALANCES.

| | |
|--|--------------|
| Total income | \$64,545 62 |
| Operating expenses, less taxes | 64,317 33 |
| Excess of income over operating expenses | \$228 29 |
| Less taxes | 4,671 49 |
| Operating expenses and taxes over income | \$4,443 20 |
| Interest on funded debt unpaid..... | \$39,000 00 |
| Balance for the year (debit)..... | \$43,443 20 |
| Balance (loss) last year | \$88,873 14 |
| Balance (loss) | 132,316 34 |
| Balance (loss) carried forward to next year..... | \$221,189 48 |

GENERAL BALANCE SHEET.

ASSETS AND LIABILITIES.

| Assets. | | Liabilities. | |
|--|--------------|----------------------------|--------------|
| Construction account..... | \$682,228 87 | Capital stock..... | \$10,000 00 |
| Other investments, as follows: | | Funded debt..... | 650,000 00 |
| Due from sundry freight claims | 7 50 | Unfunded debt, as follows: | |
| Cash items, as follows: | | Interest unpaid | 154,560 76 |
| Due from agents and com- panies. | 8 80 | Vouchers and accounts..... | 75 |
| Cash assets, as follows: | | | |
| Debit balance..... | \$32,316 34 | | |
| Total assets..... | \$814,561 51 | Total liabilities | \$814,561 51 |

UNFUNDED DEBT IN DETAIL.

ON PROPERTY WITHIN THE STATE.

| On What Account. | Amount. |
|---|--------------|
| Interest unpaid | \$154,560 76 |
| Vouchers and accounts (other than current)..... | 75 |
| Total | \$154,561 51 |

TOTAL LIABILITIES.

COMMON STOCK AND FUNDED DEBT ON PROPERTY WITHIN THE STATE.

| Stocks and Bonds. | Total. |
|-------------------|--------------|
| Common stock..... | \$10,000 00 |
| Bonded debt | 650,000 00 |
| Aggregate | \$660,000 00 |

ADDITIONAL INFORMATION.

This road has a contract with the United States Government for the transportation of mails at \$1,860.00 per annum.

The American Express Company does business on this road, at \$200.00 per month.

Through freight is business destined to or originating from beyond the terminal points.

Local freight is business exclusively between local stations.

The average receipt per ton per mile for the transportation of Illinois coal, for the year ending June 30, 1886, was one cent.

The gross number of tons of Illinois coal carried for the year ending June 30, 1886, was 8,360.

STATEMENT OF ACCIDENTS.

Four persons (all employes) were injured on this road during the year, two cases resulting fatally.

LAKE ERIE AND WESTERN RAILROAD.

ORGANIZATION AND CONSTRUCTION.

The present Company was organized January 1, 1880, by consolidation of the following roads:

The Lafayette, Bloomington and Muncie Railway, a consolidation of the Lafayette, Bloomington and Mississippi Railroad, extending from Bloomington, Ill., east to the Indiana State line; the west division of the Lafayette, Muncie and Bloomington Railroad, extending from the Illinois State line east to Lafayette, Ind., and the east division of the Lafayette, Muncie and Bloomington Railroad, extending from Lafayette to Muncie, Ind., and the Lake Erie and Western Railway, a consolidation of the Lake Erie and Louisville Railroad, extending from Fremont to Celina, O., and the Indianapolis and Sandusky Railroad, extending from Celina, O., to Muncie, Ind.

The above named roads were built as follows: The Lafayette, Bloomington and Mississippi, 81 miles, in 1870; the west division of the Lafayette, Muncie and Bloomington, 35.40 miles, in 1870; the east division of the Lafayette, Muncie and Bloomington, 84.60 miles, in 1876; the Indianapolis and Sandusky, 53.50 miles, in 1879; and the Lake Erie and Louisville as follows: From Fremont to Findlay, 36.50 miles, in 1856; from Findlay to Lima, 30.70 miles, in 1860; from Lima to St. Mary's, 22.10 miles, in 1872; from St. Mary's to Minster (Minster Branch), 9.20 miles, in 1874; from St. Mary's to Celina, 9.20 miles, in 1877; and from Fremont to Sandusky, O., 22.97 miles, in 1881.

OFFICERS.

| | |
|--|-------------------|
| President, E. H. R. Lyman | New York. |
| Vice-President, A. M. White | New York. |
| Receiver, J. H. Cheney | Bloomington, Ill. |
| General Solicitor, W. E. Hackedorf | Lima, O. |
| Secretary and Treasurer, L. M. Schwan | New York. |
| Auditor, A. J. Castater | Bloomington, Ill. |
| Cashier, A. D. Thomas | Bloomington, Ill. |
| General Superintendent, D. S. Hill | Bloomington, Ill. |
| Chief Engineer, T. H. Perry | Bloomington, Ill. |
| General Freight Agent, W. S. Weed | Bloomington, Ill. |
| General Passenger and Ticket Agent, G. W. Smith | Bloomington, Ill. |
| Purchasing Agent, T. H. Perry | Bloomington, Ill. |
| Superintendents of Telegraph, J. H. Klein, Lima, O., and W. G. Brimson | Lafayette, Ind. |
| Superintendent of Equipment, H. L. Cooper | Lima, O. |
| General Roadmasters, F. X. Galarneau, Lima, O., and W. W. Wentz | Lafayette, Ind. |

General office at Bloomington, Ill.

Date of annual election, second Wednesday in October.

DIRECTORS.

| | |
|-----------------------------|---------------|
| Clarence Cary | New York. |
| Dan P. Eells | Cleveland, O. |
| Frank C. Hollins | New York. |
| Arthur J. Moulton | New York. |
| Nelson Robinson | New York. |
| Edwin T. Rice | New York. |
| E. H. R. Lyman | New York. |
| A. M. White | New York. |
| C. S. Brice | New York. |
| Willard Parker Butler | New York. |
| Wm. M. Fleiss | New York. |

CAPITAL STOCK.

| | |
|---|----------------|
| Amount of common stock..... | \$7,720,000 00 |
| Number of stockholders in Illinois..... | 3 |
| Number elsewhere..... | 242 |
| Amount of stock held in Illinois..... | \$300 00 |
| Number of shares held in Illinois..... | 3 |

FUNDED DEBT IN DETAIL.

| Name of Bond. | When issued. | When due. . . | Interest. | | Amount of bonds. |
|---------------------|--------------|---------------|--------------------|---------------|------------------|
| | | | Rate per cent. . . | When payable. | |
| First mortgage..... | May 1, 1879 | 1919 | 6 | May and Nov. | \$2,500,000 00 |
| .. .. | Aug. 1, 1879 | 1919 | 6 | Feb. and Aug. | 1,815,000 00 |
| .. .. | Aug. 1, 1880 | 1920 | 6 | | 327,000 00 |
| Income .. | May 1, 1879 | 1899 | * | | 1,000,000 00 |
| .. .. | Aug. 1, 1879 | 1899 | * | | 1,485,000 00 |
| .. .. | Aug. 1, 1880 | 1920 | * | | 580,000 00 |
| Total..... | | | | | \$7,707,000 00 |

Average bonded debt per mile for 386.91 miles, \$19,919.00.

*Interest is at such rate as the net earnings will pay in any particular year, not exceeding seven (7) per cent., and to be non-cumulative.

TOTAL LIABILITIES.

COMMON STOCK AND FUNDED DEBT.

| Stocks and Bonds. | Total. |
|---|-----------------|
| Common stock..... | \$7,720,000 00 |
| Bonded debt..... | 7,707,000 00 |
| Aggregate | \$15,427,000 00 |
| Average per mile, for 386.91 miles..... | 39,864 56 |

LENGTH OF TRACK.

| Main Line. | Whole line. Miles. | Main line and branches, miles. | In Illinois. Miles. | Main line and branches, in Illinois. |
|---|-----------------------|---|------------------------|---|
| From Sandusky, O., to Bloomington, Ill. | 376.80 | 386.91 | 81.00 | 81.00 |
| BRANCHES. | | | | |
| From St. Marys, O., to Minster, O | 10.11 | | | |
| Total length of branches..... | 10.11 | | | |
| Main line and branches..... | 386.91 | 386.91 | 81.00 | |
| Sidings on main line..... | 45.01 | | 7.26 | |
| Sidings on branches..... | .91 | 45.95 | | 88.26 |
| Aggregate length of all tracks..... | | 432.86 | 88.26 | 88.26 |

Proportion of road in Illinois 20th 100 per cent.

RAILS AND TIES.

| | |
|----------------------------------|--|
| Iron— | |
| On road..... | 193 ⁵ / ₁₀₀ miles. |
| Average weight per yard..... | 56 pounds. |
| Steel— | |
| On road..... | 194 ² / ₁₀₀ miles. |
| Average weight per yard..... | 56 pounds. |
| Ties— | |
| Average number per mile..... | 2,640 |
| Number laid during the year..... | 107,621 |

FENCING.

| Kinds of fence. | Whole line. | | In Illinois. | |
|----------------------------|-----------------------------------|------------------|-----------------------------------|------------------|
| | Length in miles. | Cost per rod. | Length in miles. | Cost per rod. |
| Wire..... | 555 ³ / ₁₀₀ | 87c | 135 ³ / ₁₀₀ | 87c |
| Built during the year..... | 9 ² / ₁₀₀ | 87c | 70 ⁷ / ₁₀₀ | 87c |

STATIONS.

| | |
|-----------------------------|----|
| Number in Illinois..... | 16 |
| Number out of Illinois..... | 55 |
| Total on whole line..... | 71 |

EQUIPMENT.

| Description. | Whole line. | Total. |
|---------------------------------------|-------------|--------|
| Locomotives— | | |
| Freight..... | 53 | 53 |
| Passenger equipment— | | |
| Coaches..... | 19 | |
| Chair cars..... | 3 | |
| Officers' cars..... | 1 | |
| Express, baggage and mail cars..... | 14 | 37 |
| Freight equipment— | | |
| Box cars..... | 1,577 | |
| Stock cars..... | 127 | |
| Cabooses..... | 25 | |
| Flat cars..... | 249 | |
| Coal cars..... | 132 | |
| Other cars..... | 2 | |
| Total number cars of all classes..... | | 2,112 |
| | | 2,149 |

Platform and coupler used, Miller.

Brake used, Westinghouse Automatic.

AVERAGE LIFE OF LOCOMOTIVES, CARS, RAILS, TIES, BRIDGES, ETC.

| Equipment and Superstructure. | Average life, in years |
|-------------------------------|------------------------|
| Locomotives— | |
| Passenger..... | 20 |
| Freight..... | 20 |
| Cars— | |
| Passenger..... | 10 |
| Baggage..... | 10 |
| Box..... | 10 |
| Stock..... | 10 |
| Coal..... | 10 |
| Flat..... | 10 |
| Rails— | |
| Iron..... | 8 |
| Joint fastenings..... | 8 |
| Frogs..... | 8 |
| Ties— | |
| Oak..... | 9 |
| Bridges— | |
| Wooden..... | 12 |
| Trestles..... | 12 |
| Piling..... | 12 |
| Fence Posts..... | 6 |

EMPLOYEES.

NUMBER AND CHARACTER OF SERVICE OF EMPLOYEES.

| Average No. employed. | Officers and Employés. | Average yearly salary. | Aggregate yearly salary. |
|-----------------------|--|------------------------|--------------------------|
| 7 | General officers..... | \$2,078 00 | \$14,546 00 |
| 1 | Civil engineer..... | 2,000 00 | 2,000 00 |
| 1 | Master mechanic..... | 2,500 00 | 2,500 00 |
| 2 | Road masters..... | 1,620 00 | 3,240 00 |
| 54 | Clerks..... | 560 00 | 30,240 00 |
| 30 | Machinists..... | 670 00 | 20,100 00 |
| 9 | Passenger conductors..... | 960 00 | 8,640 00 |
| 27 | Freight conductors..... | 725 00 | 20,175 00 |
| 54 | Passenger engineers..... | 960 00 | 51,800 00 |
| 56 | Firemen..... | 468 00 | 26,208 00 |
| 29 | Wipers..... | 415 00 | 12,035 00 |
| 9 | Baggagemen..... | 630 00 | 5,670 00 |
| 64 | Brakemen..... | 450 00 | 28,800 00 |
| 15 | Station agents not telegraph operators..... | 400 00 | 6,000 00 |
| 54 | Station agents also telegraph operators..... | 500 00 | 27,000 00 |
| 35 | Telegraph operators not station agents..... | 560 00 | 19,400 00 |
| 54 | Carpenters..... | 530 00 | 28,620 00 |
| 73 | Section foremen..... | 480 00 | 35,040 00 |
| 320 | Sectionmen..... | 330 00 | 105,600 00 |
| 31 | Laborers..... | 400 00 | 12,400 00 |
| 7 | Flagmen..... | 280 00 | 1,960 00 |
| 28 | Switchmen and watchmen..... | 580 00 | 16,240 00 |
| 22 | Bridge tenders and pumpers..... | 401 00 | 8,820 00 |
| 76 | Other employes..... | 460 00 | 34,960 00 |
| 1,058 | Total..... | | \$521,994 00 |

Of these employés, 186 are employed in Illinois, and their aggregate annual salary is \$88,188.00.

TRAFFIC.

PASSENGERS AND FREIGHT CARRIED.

| | Whole line. | In Illinois. |
|---|--------------------|---------------|
| Through passengers..... | 28,788 | 6,028 |
| Local passengers..... | 413,068 | 86,496 |
| Total passengers carried | 441,856 | 92,524 |
| Number of passengers carried one mile..... | 11,617,431 | |
| Average number cars in passenger train..... | 3 | |
| Average number of miles traveled by each passenger..... | 26 | |
| Average receipts per passenger per mile..... | $\frac{217}{100}$ | |
| Average cost per passenger per mile..... | No record. | |
| Through freight, in tons..... | 293,423 | 61,443 |
| Local freight, in tons..... | 393,765 | 82,454 |
| Total tons freight carried..... | 687,188 | 143,897 |
| Average tons of freight carried one mile..... | 96,790,862 | |
| Average receipt per ton freight per mile..... | $\frac{174}{1000}$ | |
| Proportion freight carried in Illinois..... | No record. | 20.94 per ct. |

FREIGHT CLASSIFIED.

| | Whole line, Tons. | In Illinois, Tons. |
|--|----------------------|-----------------------|
| Corn, wheat, rye..... | 274,610 | 57,503 |
| Flour and provisions..... | 22,416 | 4,694 |
| Salt..... | 3,060 | 641 |
| Lumber..... | 57,890 | 12,122 |
| Other forest products..... | 43,612 | 9,132 |
| Horses and mules..... | 2,864 | 600 |
| Cattle..... | 13,820 | 2,894 |
| Hogs and sheep..... | 22,289 | 4,667 |
| Stone, brick, sand, lime, clay, cement and stucco..... | 28,376 | 5,912 |
| Coal..... | 51,595 | 10,804 |
| Other articles..... | 166,656 | 34,898 |
| Total tons..... | 687,188 | 143,897 |

MILEAGE.

TRAIN MILEAGE.

| Trains. | Whole line. | In Illinois. |
|--------------------------|-------------|--------------|
| Passenger | 500,219 | 101,312 |
| Freight | 593,329 | 111,364 |
| Construction..... | 41,500 | 7,536 |
| Total train mileage..... | 1,135,048 | 220,212 |

CAR MILEAGE.

| Cars. | Whole line. | In Illinois. |
|----------------------------------|-------------|--------------|
| Passenger, mail and baggage..... | 1,955,873 | 409,559 |
| Freight..... | 9,520,132 | 1,465,736 |
| Total car mileage..... | 11,476,005 | 1,875,295 |
| Empty freight car mileage | 3,378,326 | 589,098 |

PASSENGER MILEAGE AND FREIGHT TONNAGE.

| Passenger mileage. | Whole line. | In Illinois. | Freight tonnage. | Whole line. | In Illinois. |
|--------------------|-------------|--------------|---------------------|-------------|--------------|
| Through..... | 3,603,429 | 754,558 | Through..... | 62,368,723 | 13,060,011 |
| Local..... | 8,014,002 | 1,678,132 | Local..... | 34,422,139 | 7,207,996 |
| Total pass. mil'ge | 11,617,431 | 2,432,690 | Total fr'ht ton'ge. | 96,790,862 | 20,268,007 |

INCOME.

MONTHLY TRANSPORTATION EARNINGS—WHOLE LINE.

| Months. | From passenger department. | From freight department. | Total. |
|--------------------|----------------------------|--------------------------|----------------|
| 1885, July..... | \$26,157 24 | \$50,621 06 | \$76,778 30 |
| " August..... | 30,210 41 | 76,584 39 | 106,794 80 |
| " September..... | 31,363 59 | 98,156 31 | 129,519 90 |
| " October..... | 29,874 45 | 71,588 98 | 101,463 43 |
| " November..... | 25,038 46 | 63,605 19 | 88,643 65 |
| " December..... | 28,102 93 | 78,506 21 | 106,609 14 |
| 1886, January..... | 24,626 46 | 60,432 59 | 85,059 05 |
| " February..... | 26,745 63 | 83,847 98 | 110,593 61 |
| " March..... | 33,029 84 | 72,034 08 | 105,063 92 |
| " April..... | 26,418 61 | 48,463 48 | 74,882 09 |
| " May..... | 26,852 87 | 54,080 10 | 80,932 97 |
| " June..... | 27,941 00 | 66,071 63 | 94,012 63 |
| Total..... | \$336,361 49 | \$823,992 00 | \$1,160,353 49 |

IN ILLINOIS.

| Months. | From passenger department. | From freight department. | Total. |
|--------------------|----------------------------|--------------------------|--------------|
| 1885, July..... | \$5,477 32 | \$10,600 05 | \$16,077 37 |
| " August..... | 6,326 06 | 16,036 77 | 22,362 83 |
| " September..... | 6,567 53 | 20,553 93 | 27,121 46 |
| " October..... | 6,255 71 | 14,990 73 | 21,246 44 |
| " November..... | 5,243 05 | 13,318 92 | 18,561 97 |
| " December..... | 5,884 75 | 16,439 20 | 22,323 95 |
| 1886, January..... | 5,156 78 | 12,654 58 | 17,811 36 |
| " February..... | 5,600 53 | 17,557 77 | 23,158 30 |
| " March..... | 6,916 44 | 15,083 94 | 22,000 38 |
| " April..... | 5,532 05 | 10,148 25 | 15,680 30 |
| " May..... | 5,622 99 | 11,324 37 | 16,947 36 |
| " June..... | 5,850 84 | 13,835 39 | 19,686 23 |
| Total..... | \$70,434 05 | \$172,543 90 | \$242,977 95 |

INCOME FROM OTHER SOURCES.

| Sources. | Whole line. | In Illinois. |
|---------------------------------|-------------|--------------|
| From rents for use of road..... | \$23,974 45 | ..... |
| Miscellaneous..... | 9,682 84 | 2,027 59 |
| Total..... | \$33,657 29 | \$2,027 59 |

TOTAL INCOME FROM ALL SOURCES.

| Sources. | Whole line. In Illinois. | |
|--|--------------------------|--------------|
| From passenger and freight department..... | \$1,160,353 49 | \$242,977 95 |
| From other sources..... | 33,657 29 | 2,027 59 |
| Total income from all sources..... | \$1,194,010 78 | \$245,005 54 |

DEDUCTIONS MADE FROM TRANSPORTATION EARNINGS*

| Average earnings. | Whole line. In Illinois. | |
|---|-------------------------------------|-------------------------------------|
| Average passenger department earnings per mile..... | \$869 35 | \$869 35 |
| Average passenger department earnings per train mile..... | 67 ²¹ / ₁₀₀ | 67 ²¹ / ₁₀₀ |
| Average freight department earnings, per mile..... | 2,077 98 | 2,077 98 |
| Average freight department earnings per train mile..... | 1 38 ⁸⁸ / ₁₀₀ | 1 38 ⁸⁸ / ₁₀₀ |
| Average gross transportation earnings, per mile..... | 3,086 02 | 3,086 02 |
| Average gross transportation earnings per train mile..... | 1 09 ¹⁹ / ₁₀₀ | 1 09 ¹⁹ / ₁₀₀ |
| Average net transportation earnings, per mile..... | 498 30 | 498 30 |
| Average net transportation earnings per train mile..... | 16 ⁸ / ₁₀₀ | 16 ⁸ / ₁₀₀ |
| The ratio of passenger to freight earnings was..... | As 100 is to 40 As 100 is to 40 | |

OPERATING EXPENSES AND TAXES.

| Items of Operating Expenses. | Whole line. | In Illinois. |
|---|----------------|--------------|
| Salaries general officers and clerks..... | \$32,414 64 | \$6,787 63 |
| Law expenses..... | 5,666 25 | 1,186 51 |
| Insurance..... | 3,741 99 | 783 57 |
| Stationery and printing..... | 6,564 07 | 1,374 52 |
| Outside agencies and advertising..... | 18,348 99 | 3,842 28 |
| Contingencies..... | 19,763 15 | 4,138 40 |
| Repairs or renewals—bridges (including culverts and cattle-guards)..... | 31,071 17 | 6,506 30 |
| Repairs or renewals—buildings..... | 6,776 45 | 1,418 99 |
| Repairs or renewals—fences, road-crossings or signs..... | 1,694 38 | 354 80 |
| Renewals of rails..... | 108,218 58 | 22,660 97 |
| Renewals of ties..... | 34,061 37 | 7,132 45 |
| Repairs of roadway and track..... | 148,437 74 | 31,082 86 |
| Repairs of locomotives..... | 36,068 77 | 7,552 80 |
| Fuel for locomotives..... | 63,392 19 | 13,274 32 |
| Water supply..... | 10,320 55 | 2,161 12 |
| Oil and waste and locomotive service, included in train expense..... | | |
| Repairs of passenger cars..... | 25,083 16 | 5,252 41 |
| Train expense and supplies..... | 139,274 71 | 29,164 12 |
| Transportation incidental..... | 2,608 59 | 546 24 |
| Wrecks..... | 3,473 67 | 727 39 |
| Repairs of freight cars..... | 53,368 85 | 11,175 44 |
| Shop expense..... | 29,512 84 | 6,179 99 |
| Rent of equipment..... | 24,000 00 | 5,025 60 |
| Mileage of freight cars..... | 60,349 90 | 12,637 27 |
| Telegraph expenses (maintenance and operating)..... | 16,797 30 | 3,517 35 |
| Damage and loss of freight and baggage..... | 1,260 21 | 263 89 |
| Damage to property and cattle..... | 3,332 35 | 697 79 |
| Personal injury..... | 194 40 | 40 71 |
| Agents and station service, supplies and fixtures..... | 92,708 31 | 19,413 12 |
| General incidentals..... | 182 64 | 38 24 |
| Total operating expenses..... | \$978,687 22 | \$205,037 08 |
| Taxes..... | 54,587 59 | 13,087 91 |
| Total operating expenses and taxes..... | \$1,033,274 81 | \$218,124 99 |

Average operating expenses (less taxes) per mile, \$2,524.29.

Average operating expenses (less taxes) per train mile, \$86.22.

Proportion of operating expenses (less taxes) to earnings, 82 per cent.

EXPENSES IN ADDITION TO OPERATING EXPENSES AND TAXES.

| | Paid for— | Whole line. |
|--|-----------|-------------|
| Additional buildings | | \$8,653 11 |
| Real estate | | 75 00 |
| Construction— | | |
| Ballasting and improving roadway | | 4,990 76 |
| Bridges and trestles | | 115 56 |
| Fencing and cattle guards | | 2,128 89 |
| | | \$15,963 32 |
| Interest— | | |
| On unfunded debt and principal | | 56,549 08 |
| Total additional expenses | | \$72,512 40 |

GENERAL EXHIBIT.

NET INCOME, DIVIDENDS, BALANCES.

| | |
|--|----------------|
| Total income | \$1,194,010 78 |
| Operating expenses, less taxes | 978,687 22 |
| Excess of income over operating expenses | \$215,323 56 |
| Less taxes | 54,587 59 |
| Excess of income over operating expenses and taxes | \$160,735 97 |
| Construction charged to operation | \$15,963 32 |
| Interest on unfunded debt, and principal | 56,549 08 |
| Rentals | 6,574 01 |
| | 79,086 41 |
| Net income | \$81,649 56 |
| Balance for the year | \$81,649 56 |
| Balance (loss) last year | 623,729 68 |
| Balance (loss) | \$542,080 12 |
| Balance (loss) carried forward to next year | \$542,080 12 |

GENERAL BALANCE SHEET.

| Assets. | | Liabilities. | |
|-------------------------------------|--------------|-----------------------------------|--------------|
| <i>Investments, as follows:</i> | | <i>Unfunded debt, as follows:</i> | |
| U. S. Postoffice debt | \$6,360 36 | Vouchers and accounts | \$46,387 89 |
| U. S. Express Co. | 2,000 00 | Other liabilities | 111,043 66 |
| Deficit Company's account | 72,340 02 | Surplus, Receiver's account | 90,899 07 |
| Accrued taxes | 6,000 00 | | |
| <i>Cash items, as follows:</i> | | | |
| Cash | 74,942 65 | | |
| Accounts receivable | 977 21 | | |
| Due from ag'ts. and companies | 46,984 65 | | |
| <i>Cash assets, as follows:</i> | | | |
| Materials and supplies | 38,725 73 | | |
| Total assets | \$248,330 62 | Total liabilities | \$248,330 62 |

ADDITIONAL INFORMATION.

This road has a contract with the United States Government for the transportation of mails, for which it receives \$25,201.65 per annum.

The United States Express Company does business on this road, paying \$2,600.00 per month for freight carried.

We have arrangements with the following transportation companies: Midland Line, Empire Line, and Merchants' Despatch. No contracts except for usual interchange of business.

Chair cars owned by this Company are run. Extra charges are made for 100 miles or less, 25 cents; between 100 and 200 miles, 35 cents; between 200 and 300 miles, 50 cents; over 300 miles, 60 cents.

This Company has pooling arrangements or contracts with the following railroad companies respecting freights: Illinois Central; Chicago and Alton; Indiana, Bloomington and Western; Wabash, St. Louis and Pacific; Chicago and Eastern Illinois. These contracts operate at Bloomington, Gibson, Paxton and Hoopeston, Ill.

Reasonable grain and other rates are established by agreement with cross roads, in order to prevent rate cutting by open competition. We divide the earnings according to our ability to handle business, each road receiving a percentage of such earnings.

Freight rates at pooling points compare favorably with rates at points on the road that are not pooled, increasing from stations east to west, according to distance.

Freight received from or billed to foreign roads is denominated through freight. Local freight is all freight billed to local points.

This Company has one small repair shop, located at Bloomington, on an investment of about \$3,000 or \$4,000, and employing thirteen men. The work done consists in ordinary repairs only.

Repairs are done without reference to any portion of the line, no separate account being kept.

STATEMENT OF ACCIDENTS.

KILLED AND INJURED DURING THE YEAR.

| Description. | Whole line. | | In Illinois. | |
|-----------------|-------------|----------|--------------|----------|
| | Killed. | Injured. | Killed. | Injured. |
| Passengers..... | 1 | 1 | ..... | ..... |
| Employees..... | 5 | 30 | 1 | 7 |
| Others..... | | 8 | 1 | |
| Total..... | 6 | 39 | 1 | 7 |

ACCIDENTS IN ILLINOIS.

| No. | Name of person. | Occupation. | Cause of accident. | Date of accident. | Character of injury. |
|-----|------------------------|--------------|--------------------------|-------------------|----------------------|
| 1 | John O'Brien..... | Conductor | Coupling..... | Aug. 5, 1885. | Hand crushed..... |
| 2 | James Adkins..... | Brakeman | ..... | Sept. 11 " " | Finger off..... |
| 3 | John Hays..... | Not employed | Jumping off train..... | Sept. 5 " " | Finger mashed..... |
| 4 | A. Chaffy..... | Sectionman | Fell under hand-car..... | Nov. 4 " " | Killed..... |
| 5 | Mr. Avis..... | Sectionman | ..... | Sept. 19 " " | Bruised..... |
| 6 | Sam'l Waugh..... | Brakeman | Unloading stone..... | Nov. 23 " " | Foot hurt..... |
| 7 | Jas. H. Ballenger..... | " | Loading coal..... | Dec. 21 " " | Bruised..... |
| 8 | Geo. White..... | " | Switching..... | Apr. 20, 1886. | Ankle sprained..... |

LAKE SHORE AND MICHIGAN SOUTHERN.

ORGANIZATION AND CONSTRUCTION.

The first charter granted for any portion of the present line of this Company was by the Territorial Legislature of Michigan, for the Erie and Kalamazoo Railroad, April 22, 1835. This was leased May 25, 1849, to Michigan Southern Railroad Company, chartered May 9, 1846. The Michigan Southern Railroad was built and operated by the State of Michigan to November 30, 1846, and was opened through to Chicago, May 22, 1852. In 1853 the Toledo, Norwalk and Cleveland Railroad was operated from January 21—date of opening—to September 1, when it was merged in the Cleveland and Toledo Railroad, the northern division of which, from Cleveland to Sandusky, was opened October 24, 1853, and to Toledo, April 24, 1855. The Northern Indiana Railroad Company was originally chartered and the name changed February 6, 1847. It was chartered in Ohio, March 3, 1851, and the two companies consolidated July 8, 1853. The Northern Indiana and Chicago Railroad Company was chartered in Illinois November 30, 1850, and consolidated with the Northern Indiana Railroad Company, taking its name February 7, 1855. These two lines were consolidated under the name of Michigan Southern and Northern Indiana Railroad Company April 25, 1855. The Erie and Northeast Railroad Company was chartered in Pennsylvania, April 12, 1842, and the Buffalo and State Line Railroad Company in New York, April 12, 1848, and organized October 13, 1849. They were consolidated under the name of the Buffalo and Erie Railroad Company June 28, 1867.

The Junction Railroad Company, chartered in Ohio March 2, 1846, and the Toledo, Norwalk and Cleveland Railroad Company March 7, 1850, consolidated as the Cleveland and Toledo Railroad Company September 1, 1853. The Cleveland, Painesville and Ashtabula Railroad Company was chartered in Ohio February 18, 1848, and the road opened November 29, 1852. It was leased to the Cleveland and Toledo Railroad Company October 8, 1867, and the name changed to the Lake Shore Railroad Company June 22, 1868, and the two consolidated under that name April 6, 1869.

The present Lake Shore and Michigan Southern Railway Company was formed by these consolidations May 27, 1869, of the Lake Shore and Michigan Southern and the Northern Indiana Railroad Companies, and August 10, 1869, of the Buffalo and Erie Railroad Company, thus bringing the entire line, from Buffalo to Chicago, under one company.

The only change this year is the leasing of the Ft. Wayne and Jackson Railroad, termini Ft. Wayne, Ind., and Jackson, Mich.; length 97.42 miles; rental, \$126,027.88 per annum; President, Samuel Sloan, New York; and the Detroit, Hillsdale and Southwestern Railway, termini Ypsilanti, Mich., and Bankers, Mich.; length, 64.89 miles; rental, \$11,000 per annum; President, Elijah Smith, Boston, Mass.

OFFICERS.

| | |
|--|----------------|
| President, John Newell..... | Cleveland, O. |
| Vice-President, Edwin D. Worcester..... | New York |
| General Solicitor, Ashley Pond..... | Detroit, Mich. |
| Secretary and Treasurer, Edwin D. Worcester..... | New York |
| Auditor, C. P. Leland..... | Cleveland, O. |
| General Manager, John Newell..... | Cleveland, O. |
| General Superintendent, P. P. Wright..... | Cleveland, O. |
| Division Superintendent, A. G. Amsden..... | Chicago |
| Chief Engineer, L. H. Clarke..... | Cleveland, O. |
| General Freight Agent, J. T. P. McKay..... | Cleveland, O. |
| General Passenger Agent, W. P. Johnson..... | Chicago |
| General Ticket Agent, E. C. Luce..... | Cleveland, O. |
| Purchasing Agent, L. C. Higgins..... | Cleveland, O. |
| Superintendent of Telegraph, Wm. Kline..... | Toledo, O. |
| General Baggage Agent, J. L. Freeman..... | Cleveland, O. |
| General Master Mechanic—Cars, John Kirby..... | Cleveland, O. |
| Locomotives, G. W. Stevens..... | Cleveland, O. |

General office at Cleveland, Ohio.

DIRECTORS.

| | |
|------------------------------|---------------|
| Cornelius Vanderbilt..... | New York. |
| William K. Vanderbilt..... | New York. |
| Frederick W. Vanderbilt..... | New York. |
| Samuel E. Barger..... | New York. |
| John E. Burrill..... | New York. |
| Darius O. Mills..... | New York. |
| Edwin D. Worcester..... | New York. |
| William L. Scott..... | Erie, Pa. |
| Charles M. Reed..... | Erie, Pa. |
| Rasselas Brown..... | Warren, Pa. |
| John Newell..... | Cleveland, O. |
| Jeptha H. Wade..... | Cleveland, O. |
| John DeKoven..... | Chicago, Ill. |

Annual election, first Wednesday in May.

CAPITAL STOCK.

| | |
|---|-----------------|
| Amount of common stock..... | \$19,466,500 00 |
| Amount of preferred stock..... | 523,500 00 |
| Number of stockholders in Illinois..... | 28 |
| Number elsewhere..... | 4,245 |
| Amount of stock held in Illinois..... | 333,350 00 |
| Number of shares held in Illinois..... | 3,333½ |

FUNDED DEBT IN DETAIL.

| Date of issue. | Name and Character. | Miles included in mortgage. | When due. | Amount outstanding. | Rate of Interest and when Payable. |
|--|--|-----------------------------|-----------|---------------------|---|
| July 1, 1870 | Lake Shore and Mich. Southern—consolidated 1st mort. sinking fund | 864 July | 1, 1900 | \$15,800,000 | 7 ⁰⁰ registered Jan., Apr., July and Oct.; coupon, Jan. and July |
| Apr. 1, 1869 | Lake Shore Railway—dividend bonds | 258 Apr. | 1, 1899 | 1,356,000 | 7 ⁰⁰ April and October |
| Oct. 1, 1867 | Cleveland, Painesville and Ashland—3d mortgage | 95 Oct. | 1, 1892 | 920,000 | 7 ⁰⁰ April and October |
| Sept. 1, 1866 | Buffalo and State Line—mortgage | 88 Sept. | 1, 1886 | 300,000 | 7 ⁰⁰ March and September |
| Apr. 1, 1868 | Buffalo and Erie—mortgage | 88 Apr. | 1, 1898 | 2,784,000 | 7 ⁰⁰ April and October |
| | Total amount outstanding of the first general mortgage of \$25,000,000 | | | \$21,250,000 | |
| Dec. 1, 1873 | Lake Shore and Mich. Southern—consolidated 2d general mortgage | 864 Dec. | 1, 1903 | 24,632,000 | 7 ⁰⁰ June and December |
| | Total funded debt—Lake Shore and Michigan Southern proper | | | \$45,942,000 | All 7 ⁰⁰ . |
| DEBT OF PROPRIETARY ROADS OWNED WHOLLY BY LAKE SHORE AND MICHIGAN SOUTHERN RAILWAY CO. | | | | | |
| Aug. 1, 1876 | Detroit, Monroe and Toledo—1st mortgage (guaranteed by L. T. M. T.) | 62 Aug. | 1, 1906 | \$924,000 | 7 ⁰⁰ February and August |
| Sept. 1, 1869 | Kalamazoo and White Pigeon—1st mortgage | 37 Jan. | 1, 1899 | 100,000 | 7 ⁰⁰ January and July |
| Oct. 1, 1867 | Schoolcraft and Three Rivers—1st mortgage | 12 July | 1, 1887 | 100,000 | 8 ⁰⁰ January and July |
| Oct. 1, 1867 | Kalamazoo and Schoolcraft—1st mortgage | 13 July | 1, 1887 | 100,000 | 8 ⁰⁰ January and July |
| | Total | | | \$1,524,000 | |
| | Grand total | | | \$47,466,000 | |

Average bonded debt per mile for 864.87 miles, \$54,882.23.

TOTAL LIABILITIES.

COMMON STOCK AND FUNDED DEBT.

| Stocks and Bonds. | Total. |
|--|-----------------|
| Common stock..... | \$49,466,500 00 |
| 10% guaranteed stock..... | 533,500 00 |
| Bonded debt..... | 17,466,000 00 |
| Aggregate..... | \$97,466,000 00 |
| Average per mile, for 1021.94 miles..... | \$95,409 83 |

LENGTH OF TRACK.

| Main line via Norwalk and Adrian. | Whole line, miles. | Main line branches, miles. | In Illinois, miles. | Main line & branches, in Illinois. |
|---|-----------------------|----------------------------------|------------------------|--|
| From Buffalo to Chicago..... | 540.49 | | 11.02 | |
| BRANCHES. | | | | |
| From Elyria Junct'n to Milbury Junct'n..... | 72.95 | | | |
| Junct'n at Sandusky to Old Depot..... | 3.72 | | | |
| Air Line Junction to Elkhart..... | 130.83 | | | |
| Lanawee Junction to Jackson..... | 41.98 | | | |
| " " Monroe..... | 29.37 | | | |
| Palmyra to Adrian..... | 5.72 | | | |
| Ashtabula to Ashtabula Harbor..... | 2.33 | | | |
| " " Jamestown..... | 35.98 | | | |
| June, with D. A. V. & P. Rd. at Dunkirk..... | 1.50 | | | |
| From Air Line Junction to Detroit..... | 62.36 | | | |
| White Pigeon to Kalamazoo..... | 36.57 | | | |
| Jonesville to North Lansing..... | 61.14 | | | |
| Kalamazoo to Grand Rapids..... | 58.42 | | | |
| Jamestown to Oil City..... | 50.91 | | | |
| Andover to Youngstown..... | 38.31 | | | |
| Mahoning Coal R. R.— | | | | |
| Branch to No. 9 Coal Bank..... | 2.85 | | | |
| " " Keel Ridge..... | 0.73 | | | |
| " " Garfield..... | 0.17 | | | |
| " " from Coalburg to N. Y..... | 0.99 | | | |
| | 43.05 | | | |
| From Ypsilanti to Bankers..... | 65.20 | | | |
| Ft. Wayne to Jackson..... | 97.83 | | | |
| Total length of branches..... | 799.86 | | | |
| Main line and branches..... | | 1,310.35 | | 11.02 |
| Double track on main line..... | 249.43 | | 7.25 | |
| Double track on branches..... | 17.11 | 266.24 | | 7.25 |
| Sidings on main line..... | 357.59 | | 45.85 | |
| Sidings on branches..... | 193.07 | 550.66 | | 45.85 |
| Aggregate length of all tracks..... | | 2,157.25 | | 67.12 |

Road in Illinois, 1.65 per cent.

RAILS AND TIES.

| | |
|--|----------------------|
| Iron— | |
| On road..... | 543.40 miles. |
| Average weight per yard..... | 56 and 60 lbs. |
| Steel— | |
| On road..... | 1,613.85 miles. |
| Average weight per yard..... | 52.60 and 56.65 lbs. |
| Relaid during the year, (increase in track laid with steel)..... | 80.45 miles. |
| Ties— | |
| Average number per mile, main line..... | 2,800 |
| Number laid during the year 1885..... | 635,843 |

BRIDGES.

Number of iron in Illinois..... 1 Length 168 feet.

FENCING.

| Description. | Whole line. | | In Illinois. | |
|---------------------|-------------|---------------|--------------|---------------|
| | Miles. | Cost per rod. | Miles. | Cost per rod. |
| Rail..... | 102.37 | | 2.25 | \$1.00 |
| Post and board..... | 1,760.31 | | | |
| Snow..... | 9.61 | | | |
| Wire..... | 459.70 | | 2.65 | 61 |
| Picket..... | 6.51 | | | |
| Hedge..... | 13.66 | | | |
| Total..... | 2,352.16 | | 4.87 | |

Built during the year, whole line, \$39.44, board, \$1.00, wire, 66 cents; in Illinois, 3.12, board, \$1.00; wire, 61 cts.

STATIONS.

| | |
|-----------------------------|-----|
| Number in Illinois..... | 7 |
| Number out of Illinois..... | 271 |
| Total on whole line..... | 278 |

EQUIPMENT.

| Description. | Whole line. | Total. |
|---------------------------------------|-------------|--------|
| Locomotives— | | |
| Passenger..... | 101 | |
| Freight..... | 127 | 528 |
| Passenger equipment— | | |
| Coaches..... | 134 | |
| Dining cars..... | 2 | |
| Officer's cars..... | 3 | |
| Express and baggage cars..... | 60 | |
| Mail cars..... | 32 | |
| Other cars..... | 72 | 303 |
| Freight equipment— | | |
| Box cars..... | 10,308 | |
| Stock cars..... | 1,247 | |
| Caboose..... | 267 | |
| Flat cars..... | 1,809 | |
| Coal cars..... | 2,674 | |
| Other cars..... | 428 | 16,463 |
| Total number cars of all classes..... | 16,766 | |

Platform and coupler used, Miller
Brake used, Westinghouse Automatic.

AVERAGE LIFE OF LOCOMOTIVES, CARS, RAILS, TIES, BRIDGES, ETC.

| Equipment and Superstructure. | | Average life in years. |
|---|--|------------------------------|
| Locomotives— | | |
| Passenger | | 16 |
| Freight | | 15 |
| Cars— | | |
| Passenger | | 15 |
| Baggage | | 12 |
| Box | | 15 |
| Stock | | 10 |
| Coal | | 10 |
| Flat | | 10 |
| Rails— | | |
| Iron, all renewals made with steel | | |
| Steel, can not determine | | |
| Joint Fastenings, can not determine | | |
| Frogs, can not determine | | |
| Ties— | | |
| Oak | | 9 |
| Cedar, Not in use long enough to tell | | |
| Bridges— | | |
| Wooden, if properly covered | | 25 |
| Iron, can not determine | | |
| Combination, can not determine | | |
| Trestles | | 9 |
| Piling | | 12 |
| Telegraph Poles—Cedar | | |
| | | 15 |
| Fence Posts | | |
| | | 9 |

EMPLOYEES.

NUMBER, CHARACTER OF SERVICE, AND ANNUAL SALARIES OF EMPLOYEES.

| Average No. em- ployed. | Officers and Employees. | Average yearly salary | Aggregate, yearly salary. |
|-------------------------------|---|-----------------------------|---------------------------------|
| 20 | General officers | \$6,030 00 | \$120,600 00 |
| 1 | Assistant division superintendent | 1,800 00 | 1,800 00 |
| 8 | Division superintendents | 2,676 00 | 21,408 00 |
| 6 | Civil engineers | 2,000 00 | 12,000 00 |
| 8 | Master mechanics | 1,256 00 | 10,048 00 |
| 18 | Road masters | 1,237 00 | 22,266 00 |
| 759 | Clerks | 675 00 | 506,250 00 |
| 235 | Machinists | 640 00 | 150,400 00 |
| 90 | Passenger conductors | 1,155 00 | 103,950 00 |
| 136 | Freight conductors | 847 00 | 115,192 00 |
| 963 | Passenger and freight engineers and firemen | 741 00 | 713,583 00 |
| 46 | Wipers | 369 00 | 16,974 00 |
| 170 | Baggagemen | 570 00 | 96,900 00 |
| 490 | Brakemen | 548 00 | 268,520 00 |
| 215 | Station agents not telegraph operators | 733 00 | 157,595 00 |
| 31 | Station agents also telegraph operators | 521 00 | 17,701 00 |
| 136 | Telegraph operators not station agents | 582 00 | 253,752 00 |
| 356 | Carpenters | 605 00 | 215,380 00 |
| 309 | Section foremen | 601 00 | 185,709 00 |
| 1,860 | Sectionmen | 386 00 | 736,560 00 |
| 1,742 | Laborens | 390 00 | 679,380 00 |
| 115 | Flagmen | 380 00 | 43,700 00 |
| 532 | Switchmen and watchmen | 148 00 | 238,336 00 |
| 65 | Bridge tenders and pumpers | 435 00 | 28,275 00 |
| 1,814 | Other employes | 596 00 | 1,081,114 00 |
| 10,416 | Total | | \$5,797,423 00 |

Of these employes 1,066 are employed in Illinois, and their aggregate annual salary is \$565,249.00

TRAFFIC.

PASSENGERS AND FREIGHT CARRIED.

Whole line. In Illinois.

| | | |
|--|---------------|-----------|
| Through passengers | 89,488 | 89,488 |
| Local passengers | 3,499,076 | 718,577 |
| Total passengers carried | 3,588,564 | 808,065 |
| Number of passengers carried one mile | 181,811,046 | |
| Average number cars in passenger train | 6 | |
| Average number of miles traveled by each passenger | 51 | |
| Average receipt per passenger per mile | 2.057 | |
| Average cost per passenger per mile year 1885 | 1.250 | |
| Through freight, in tons | 689,924 | 689,924 |
| Local freight, in tons | 7,168,006 | 1,097,943 |
| Total tons freight carried | 7,857,930 | 1,787,867 |
| Average tons of freight carried one mile | 1,530,388,887 | |
| Average number of cars in freight train | 35 | |
| Average number tons of freight per train | 252 | |
| Average number tons of freight per car | 9 | |
| Average receipt per ton freight per mile | 0.594 cts. | |
| Proportion freight carried in Illinois | 22.75% | |

FREIGHT CLASSIFIED.

Whole line. In Illinois.
Tons. Tons.

| | | |
|---|-----------|-----------|
| Corn, wheat, rye, oats and barley | 968,535 | 234,184 |
| Flour | 270,118 | 44,363 |
| Provisions | 232,809 | 102,877 |
| Salt | 57,576 | 3,908 |
| Agricultural implements, furniture, wagons and other manufac- tured articles | 255,032 | 55,867 |
| Lumber | 521,849 | 32,438 |
| Other forest products | 165,909 | 10,547 |
| Horses, mules, cattle, hogs and sheep | 423,044 | 187,324 |
| Iron, lead, and other mineral products | 829,506 | 109,965 |
| Stone, brick, sand, lime, clay, cement and stucco | 442,587 | 92,963 |
| Coal | 1,626,170 | 174,711 |
| Coke | 159,455 | 113,929 |
| Merchandise | 395,739 | 239,416 |
| Other articles | 1,507,601 | 385,405 |
| Total tons | 7,857,930 | 1,787,867 |

MILEAGE.

TRAIN MILEAGE.

Trains.

Whole line. In Illinois.

| | | |
|---------------------------|------------|---------|
| Passenger | 3,509,358 | 122,861 |
| Freight | 5,993,596 | 95,829 |
| Construction | 327,979 | 5,556 |
| Switching | 3,546,565 | 78,271 |
| Total train mileage | 13,377,498 | 302,498 |

CAR MILEAGE.

| Cars. | Whole line. | In Illinois. |
|-----------------------------------|-------------|--------------|
| Passenger, mail and baggage | 21,056,148 | 737,166 |
| Freight..... | 299,775,860 | 3,353,700 |
| Total car mileage | 230,832,008 | 4,090,866 |
| Empty freight car mileage | 69,923,287 | 1,117,900 |

PASSENGER MILEAGE AND FREIGHT TONNAGE.

| Passengers carried one mile. | Whole line. | In Illinois. | Freight tonnage. | Whole line. | In Illinois. |
|------------------------------|-------------|--------------|----------------------------|---------------|--------------|
| Through..... | 48,323,790 | 1,251,638 | Through..... | 370,596,768 | 9,122,063 |
| Local..... | 136,487,256 | 3,412,181 | Local..... | 1,159,792,119 | 11,872,505 |
| Total passenger mileage..... | 184,811,046 | 4,663,819 | Total freight tonnage..... | 1,530,388,887 | 20,994,508 |

INCOME.

MONTHLY TRANSPORTATION EARNINGS—WHOLE LINE.

| Months. | From pas- senger department. | From freight department. | Total. |
|---------------------|------------------------------------|--------------------------------|-----------------|
| 1885, July | \$437,615 39 | \$646,248 70 | \$1,083,864 09 |
| “ August | 448,294 55 | 694,963 94 | 1,143,258 49 |
| “ September | 505,887 10 | 806,566 66 | 1,312,453 76 |
| “ October | 464,790 76 | 888,472 54 | 1,353,263 30 |
| “ November..... | 393,766 34 | 851,728 36 | 1,245,494 70 |
| “ December..... | 403,503 47 | 891,227 65 | 1,294,731 12 |
| 1886, January | 352,180 67 | 724,288 53 | 1,056,469 20 |
| “ February | 324,956 77 | 751,354 89 | 1,056,311 66 |
| “ March | 410,006 31 | 903,728 56 | 1,313,734 87 |
| “ April..... | 393,314 65 | 735,387 64 | 1,128,702 29 |
| “ May..... | 399,017 47 | 703,596 77 | 1,102,614 24 |
| “ June..... | 447,669 56 | 677,905 34 | 1,125,574 90 |
| Total..... | \$4,961,003 04 | \$9,255,469 58 | \$14,216,472 62 |

IN ILLINOIS.

| Months. | From pas- senger department. | From freight department. | Total. |
|---------------------|------------------------------------|--------------------------------|--------------|
| 1885, July | \$9,282 95 | \$10,380 00 | \$19,662 95 |
| “ August | 9,250 80 | 9,227 00 | 18,477 80 |
| “ September | 10,770 58 | 12,618 00 | 23,388 58 |
| “ October | 9,871 13 | 14,216 00 | 24,087 13 |
| “ November..... | 8,377 73 | 12,516 00 | 20,893 73 |
| “ December..... | 8,575 79 | 12,713 00 | 21,288 79 |
| 1886, January | 7,067 68 | 10,377 00 | 17,444 68 |
| “ February..... | 6,898 78 | 10,678 00 | 17,576 78 |
| “ March | 8,762 39 | 14,033 00 | 22,795 39 |
| “ April..... | 8,416 32 | 10,599 00 | 19,015 32 |
| “ May..... | 8,565 48 | 10,616 00 | 19,181 48 |
| “ June..... | 9,612 46 | 9,372 00 | 18,984 46 |
| Total..... | \$105,722 09 | \$137,315 00 | \$243,037 09 |

INCOME FROM OTHER SOURCES.

| Sources. | Whole line. | In Illinois. |
|----------------------------------|--------------|--------------|
| From rents for use of road | \$214,371 43 | \$36,443 14 |
| Miscellaneous earnings..... | 146,740 28 | 33,518 15 |
| Total | \$361,111 71 | \$69,961 29 |

TOTAL INCOME FROM ALL SOURCES.

| Sources. | Whole line. | In Illinois. |
|------------------------------------|-----------------|--------------|
| From passenger department..... | \$4,961,063 04 | \$105,722 09 |
| From freight department..... | 9,255,469 58 | 137,545 00 |
| From other sources..... | 361,111 71 | 69,961 29 |
| Total income from all sources..... | \$14,577,584 33 | \$313,028 38 |

DEDUCTIONS MADE FROM TRANSPORTATION EARNINGS.

| Average Earnings. | Whole line. | In Illinois. |
|---|------------------|------------------|
| Average passenger department earnings per mile..... | \$3,701 27 | \$7,540 80 |
| Average passenger department earnings per train mile..... | 1 41 | 86 |
| Average freight department earnings per mile..... | 6,905 26 | 9,796 36 |
| Average freight department earnings per train mile..... | 1 54 | 1 43 |
| Average gross transportation earnings per mile..... | 10,606 54 | 17,337 16 |
| Average gross transportation earnings per train mile..... | 1 49 | 1 11 |
| Average net transportation earnings per mile..... | 4,139 52 | 4,971 87 |
| Average net transportation earnings per train mile..... | 58 | 32 |
| The ratio of passenger to freight earnings was..... | As 100 is to 187 | As 100 is to 129 |

OPERATING EXPENSES AND TAXES.

| Items of Operating Expenses. | Whole line. | In Illinois. |
|---|--------------|--------------|
| Salaries general officers and clerks | \$316,120 57 | \$6,322 41 |
| Law expenses | 42,209 66 | 845 99 |
| Stationery and printing..... | 59,311 32 | 1,186 22 |
| Outside agencies and advertising | 191,441 71 | 3,828 83 |
| Contingencies | 45,430 80 | 908 62 |
| Repairs or renewals—bridges (including culverts and cattle-guards)..... | 120,125 24 | 2,402 50 |
| Repairs or renewals—buildings..... | 228,443 68 | 4,568 87 |
| Repairs or renewals—fences, road-crossings or signs..... | 79,159 12 | 1,583 18 |
| Renewals of rails | 118,877 97 | 2,377 55 |
| Renewals of ties..... | 346,063 41 | 6,921 27 |
| Repairs of roadway and track | 853,515 09 | 17,070 30 |
| Repairs of locomotives | 560,754 05 | 11,215 08 |
| Fuel for locomotives..... | 662,323 78 | 13,246 47 |
| Water supply | 47,422 27 | 918 44 |
| Oil and waste | 57,718 31 | 1,154 36 |
| Locomotive service | 881,331 80 | 17,626 63 |
| Repairs of passenger cars..... | 178,776 87 | 3,575 54 |
| Passenger train service..... | 229,211 75 | 4,464 23 |
| Passenger train supplies | 18,231 22 | 364 62 |
| Rents payable | 101,865 71 | 2,037 31 |
| Repairs of freight cars..... | 528,242 71 | 10,564 85 |

Operating Expenses and Taxes—Continued.

| Items of Operating Expenses. | Whole line. | In Illinois. |
|--|----------------|--------------|
| Freight train service | \$127,974 18 | \$8,559 48 |
| Freight train supplies | 7,018 84 | 140 37 |
| Mileage of freight cars (debit balance) | 321,633 31 | 6,432 67 |
| Telegraph expenses (maintenance and operating) | 295,552 32 | 5,911 05 |
| Damage and loss of freight and baggage | 24,612 16 | 492 24 |
| Damage to property and cattle | 13,522 54 | 270 45 |
| Personal injury | 26,791 37 | 535 82 |
| Agents and station service | 1,830,002 72 | 36,690 13 |
| Station supplies | 60,297 91 | 1,295 96 |
| Total operating expenses | \$8,668,072 39 | \$173,361 44 |
| Taxes | 517,334 12 | 48,346 69 |
| Total operating expenses and taxes | \$9,185,406 51 | \$221,708 13 |

Average operating expenses (less taxes) per mile, \$6.467.00.

Average operating expenses (less taxes) per train mile, 91.

Proportion of operating expenses (less taxes) to earnings, 59.46 per cent.

EXPENSES IN ADDITION TO OPERATING EXPENSES AND TAXES.

| Paid for— | Whole line. | In Illinois. |
|---|----------------|--------------|
| Additional real estate | \$189,271 29 | |
| Leased lines— | | |
| Erie and Kalamazoo | \$30,000 00 | |
| Kal. Atl. and Grand Rapids | 103,800 00 | |
| Jamestown and Franklin | 30,150 71 | |
| Mahoning Coal | 94,632 04 | |
| Detroit, Hills and S. West | 54,500 00 | |
| Ft. Wayne and Jackson | 126,027 88 | |
| | \$439,110 63 | |
| Interest— | | |
| On funded debt | 3,793,665 00 | \$52,057 72 |
| Dividends— | | |
| On guaranteed stock (10 per cent) | 53,350 00 | 560 18 |
| Other items charged direct to profit and loss | 54,604 41 | |
| Total additional expenses | \$4,530,001 33 | \$52,617 90 |

GENERAL EXHIBIT.

NET INCOME, DIVIDENDS, BALANCES.

| | |
|--|-----------------|
| Total income | \$14,577,584 33 |
| Operating expenses less taxes | 8,668,072 39 |
| Excess of income over operating expenses | \$5,909,511 94 |
| Less taxes | 517,334 12 |
| Excess of income over operating expenses and taxes | \$5,392,177 82 |
| Interest on funded debt | \$3,793,665 00 |
| Guaranteed stock 10 per cent | 53,350 00 |
| Rentals | 439,110 63 |
| | 4,286,125 63 |
| Net income | \$1,106,052 19 |
| Balance for the year | \$1,106,052 19 |
| Balance (profit) last year | 5,713,728 77 |
| Balance (profit) | \$6,819,780 96 |
| Deduct payments for real estate | \$189,271 29 |
| For other items charged to profit and loss | 54,604 41 |
| | 243,875 70 |
| Balance (profit) carried forward to next year | \$6,575,905 26 |

GENERAL BALANCE SHEET.

| Assets. | | Liabilities. | |
|---|------------------|----------------------------|------------------|
| Construction account | \$66,700,000 00 | Capital stock | \$50,000,000 00 |
| Equipment account | 17,300,000 00 | Funded debt | 47,466,000 00 |
| <i>Other investments as follows:</i> | | Wages, supplies, etc. | 1,021,868 24 |
| | | Profit and loss | 6,575,905 26 |
| Stocks and bonds of other companies | 13,575,924 82 | | |
| Other permanent investments .. | 4,907,122 28 | | |
| Valley Railway, cler. and adv. . | 277,987 86 | | |
| <i>Cash items, as follows:</i> | | | |
| Cash | 586,256 74 | | |
| Due from agents and companies | 1,098,614 92 | | |
| <i>Cash assets, as follows:</i> | | | |
| Materials and supplies | 617,866 88 | | |
| Total assets | \$105,063,773 50 | Total liabilities | \$105,063,773 50 |

PRESENT OR CONTINGENT LIABILITIES NOT INCLUDED IN BALANCE SHEET.

| | |
|--|----------------|
| Bonds guaranteed by company, or a lien on its road — | |
| Bonds (interest and principal) of the Cincinnati and Springfield Railroad are guaranteed by this Company for | \$1,000,000 00 |
| Total | \$1,000,000 00 |

LOCAL EXHIBIT OF ILLINOIS BUSINESS.

INCOME, EXPENSES, BALANCES, ETC.

| | |
|--|------------------|
| Total income | \$313,028 38 |
| From points between stations within the State: | |
| From freights | \$37,061 00 |
| From passengers | 52,632 87 |
| From terminal points within the State to local points, on business originating outside of the State: | |
| From freights | 42,072 00 |
| From passengers | 12,559 76 |
| From local points to terminal points within the State on business going out of the State: | |
| From freights | 36,305 00 |
| From passengers | 10,765 51 |
| Number of tons of local freight carried | 28,087 |
| Number of local passengers carried | 599,618 |
| Receipts per ton per mile on local freight carried | cts. 0.603 |
| Receipts per passenger per mile on local passengers carried | cts. 1.891 |
| Total income | \$313,028 38 |
| Operating expenses (less taxes) | 173,361 44 |
| Taxes | 18,346 69 |
| Excess of income over operating expenses and taxes | 91,320 25 |
| Interest on funded debt | \$52,057 72 |
| 10 % guaranteed State | 560 18 |
| | <u>52,617 90</u> |
| Net income on Illinois business | \$38,702 35 |

FUNDED DEBT IN DETAIL.

ON PROPERTY WITHIN THE STATE.

| Name of bond. | When issued. | When due. | Rate per cent. | Interest. | | Amount of bonds. |
|------------------------------|--------------|--------------|----------------|-----------------------------------|--------------------------|------------------|
| | | | | When payable. | Amount paid during year. | |
| First consol. mort. | July 1, 1870 | July 1, 1900 | 7 | Jan., Apr., July and Oct. | \$1,487,500 00 | \$21,250,000 00 |
| Second consol. mort. | Dec. 1, 1873 | Dec. 1, 1903 | 7 | June and Dec. | 17,284 40 | 24,692,000 00 |

Average bonded debt per mile for 864.87 miles, \$53,120.12; proportion in Illinois, \$743,681.68.

TOTAL LIABILITIES.

COMMON AND GUARANTEED STOCK AND FUNDED DEBT ON PROPERTY WITHIN THE STATE.

| Stocks and Bonds. | Total. |
|---|----------------|
| Common stock, guaranteed 10 % stock | \$809,370 10 |
| Bonded debt | 743,681 68 |
| Aggregate | \$1,553,051 78 |
| Average per mile for 14.0200 miles | 110,774 00 |

ADDITIONAL INFORMATION.

The main line from Buffalo and Chicago has a contract with the United States government for carrying mails at \$611,236.85 per annum, including fast mail train of "postal cars."

The American Express Company does business on this road, paying \$168 per day for 24,000 lbs through freight, between Buffalo and Cleveland, and from 10c to \$1.25 per 100 lbs for way.

The United States Express Co., pays \$250 per day for 16,000 lbs through freight, between Cleveland and Chicago, and from 25c to \$1.25 per 100 lbs for way.

The following transportation companies are doing business on our road: Red Line Transit Company, White Line Central Transit Company, Midland Line—co-operative companies. Railroads furnish the cars and pro-rate expenses.

Merchant's Despatch, Empire Line—stock companies. Railroads pay current rate for mileage on cars, also a commission on the freight they get.

Sleeping and drawing room cars are run on this road, owned by the New York Central Sleeping Car Company. Charges: \$1.50 to \$2.00 for double berth; \$3.50 to \$4.00 for section; 50c to \$1.50 for seats in drawing room car.

Dining cars are owned by L. S. & M. S. Ry. Co.

No freight or transportation companies are allowed preference in speed or order of transportation.

For Illinois traffic, this Company is under agreement with the Central Traffic Association. Full information in regard to the railroad companies in that association, and their agreements, can be obtained from Geo. R. Blanchard, commissioner, at Chicago.

The primary objects of the Central Traffic Association are: "To make, publish, maintain, and co-operate with other similar organizations to make and maintain uniform and reasonable freight rates and passenger fares, to distribute competitive tonnage and passenger traffic, and the gross revenues derived therefrom, fairly among the parties hereto and their connecting lines, to reduce the expenses of conducting said traffics, to prevent unjust discriminations between localities and individuals, and the evils and losses resulting from fluctuating and preferential charges for like and contemporaneous services."

At pooling points and non-pooling points, the freight rates are equitably proportioned according to distance, in no case charging more for a lesser than for a greater distance.

The cost per ton per mile for through freight on this railroad is nearly the same as the average on all freight carried, except cost of handling, but cannot be computed separately.

Freight carried between termini, i. e., between Chicago (or Englewood) at west end, and Buffalo at east end, is considered as "through freight." Other freight is considered as "local."

STATEMENT OF ACCIDENTS.

KILLED AND INJURED DURING THE YEAR.

| Description. | | | | | In Illinois. | |
|----------------|--|--|--|--|--------------|----------|
| | | | | | Killed. | Injured. |
| Employees..... | | | | | 3 | 5 |
| Others..... | | | | | 3 | 2 |
| Total..... | | | | | 5 | 7 |

| No. | Name of person. | Occupation. | Cause of accident. | Date of accident. | Character of injury. |
|-----|-----------------------|----------------|----------------------------------|--------------------|-------------------------------------|
| 1 | Cornelius Flynn..... | Unknown..... | Carelessness..... | Oct. 9, 1885..... | Head cut and otherwise injured..... |
| 2 | Mrs. W. R. Pratt..... | Unknown..... | Running to catch train—fell..... | Oct. 20..... | Knee injured..... |
| 3 | Chas. Champion..... | Switchman..... | Coupling..... | Nov. 17..... | Index finger off..... |
| 4 | Albert Chapman..... | Brakeman..... | "..... | Dec. 19..... | Three fingers crushed..... |
| 5 | O. B. Clarke..... | Switchman..... | "..... | Feb. 16..... | Two fingers off..... |
| 6 | J. McCruden..... | "..... | Carelessness..... | Mar. 3..... | Leg broken..... |
| 7 | E. H. Williamson..... | "..... | Unhooking safety chain..... | Mar. 9..... | Finger and thumb broken..... |
| 8 | Unknown tramp..... | "..... | Walking on track..... | Aug. 22, 1886..... | Killed..... |
| 9 | Anthony Wilson..... | Watchman..... | Standing on track..... | Aug. 22..... | "..... |
| 10 | John O. Malley..... | Switchman..... | Foot caught in frog..... | Feb. 10..... | "..... |
| 11 | J. B. Wright..... | Unknown..... | Found dead..... | Mar. 2..... | "..... |
| 12 | J. Bender..... | "..... | Jumping on train..... | June 9..... | "..... |

LITCHFIELD, CARROLLTON AND WESTERN RAILROAD.

ORGANIZATION AND CONSTRUCTION.

The Litchfield, Carrollton and Western Railroad extends from Greenfield to Columbiana in Greene county, a distance of 22 miles. Previous to its sale to the Jacksonville Southeastern Railroad it was operated by the contractors, and no books have been kept from which a report could be made.

LOUISVILLE, EVANSVILLE AND ST. LOUIS RAILWAY.

ORGANIZATION AND CONSTRUCTION.

The Indiana division was organized under the general laws of the State, February 24, 1869, by the name of the New Albany and St. Louis Air Line Railway Company, and on the first day of July, 1870, its name was changed to the Louisville, New Albany and St. Louis Air Line Railway Company.

The Illinois division was organized July 14, 1869, under a special act of Legislature and known as the St. Louis, Mt. Carmel and New Albany Railroad Company. Said two companies were consolidated, July 24, 1872, under the name of the Louisville, New Albany and St. Louis Railway Company.

The Indiana division of said consolidated company was sold under foreclosure June 20, 1876, for \$18,000, and afterwards transferred to this Company for \$1,280,665 in bonds and coupons.

The Illinois division was sold under foreclosure for \$5,000, August 30, 1877.

REORGANIZATION.

The Indiana division was reorganized under the general laws of Indiana, February 14, 1877, by the name of the Louisville, New Albany and St. Louis Railway Company.

The Illinois division was reorganized under the general laws of Illinois, January 3, 1878, by the name of the St. Louis, Mt. Carmel and New Albany Railway Company, and said two companies were consolidated, forming this company, August 15, 1878.

That part of the road between Princeton and the Wabash river, ten miles, was put in operation January 1, 1873, between Princeton, Ind., and Pike county line, Ind., January 1, 1880, and between Mt. Carmel and Albion, Ill., 18 miles, January 1, 1883.

The L. N. A. and St. Louis R'y Co. was, on the 5th of October, 1881, consolidated with E. R. and E. R'y., and on November 18, 1881, the name was changed to Louisville, Evansville and St. Louis Railway Company.

The Company has no leased lines.

Receiver appointed December 31, 1884.

OFFICERS.

| | |
|---|--------------------|
| President, Jonas H. French..... | Boston, Mass. |
| Receiver and General Manager, Geo. F. Evans..... | Louisville, Ky. |
| General Solicitor, H. S. Downey..... | Louisville, Ky. |
| Secretary, Geo. F. Evans..... | Louisville, Ky. |
| Treasurer, Geo. F. Evans..... | Louisville, Ky. |
| Auditor, John J. Collier..... | Louisville, Ky. |
| General Superintendent, R. S. Miner..... | New Albany, Ind. |
| Chief Engineer, W. A. Van Frank..... | Huntingburgh, Ind. |
| General Freight Agent, L. S. Parsons..... | Louisville, Ky. |
| Chief Clerk Passenger Department, Geo. W. Curtis..... | Louisville, Ky. |
| Superintendent of Telegraph, O. W. Putnam..... | Huntingburgh, Ind. |
| Master Mechanic, W. A. Stone..... | Evansville, Ind. |

General offices at Louisville, Ky., and Boston, Mass.

DIRECTORS.

| | |
|------------------------|-------------------|
| Jonas H. French | Boston, Mass. |
| James H. Wilson | Wilmington, Del. |
| John Goldthwait | Boston, Mass. |
| Wm. T. Hart | Boston, Mass. |
| F. B. Taylor | Boston, Mass. |
| S. T. Burr | Boston, Mass. |
| *F. B. White | Boston, Mass. |
| H. C. Nutt | Boston, Mass. |
| Bluford Wilson | Springfield, Ill. |
| Bennett H. Young | Louisville, Ky. |
| St. John Boyle | Louisville, Ky. |
| C. Brockenbrough | Louisville, Ky. |
| James M. Fetter | Louisville, Ky. |
| Morris McDonald | New Albany, Ind. |
| Samuel Bayard | Evansville, Ind. |
| Wm. Heilman | Evansville, Ind. |
| E. C. Rice | St. Louis, Mo. |

* Deceased.

Date of annual election: Second Wednesday in May.

CAPITAL STOCK.

| | |
|--|----------------|
| Amount of common stock | \$5,680,000 00 |
| Amount of preferred stock (scrip) | 1,457 00 |
| Number of stockholders in Illinois | 2 |
| Number elsewhere | 62 |
| Amount of stock held in Illinois | \$200 00 |
| Number of shares held in Illinois | 2 |

FUNDED DEBT IN DETAIL.

| Name of Bond. | When issued. | When due. | Rate per cent. | Interest. | | Amount of bonds. |
|---|--------------|--------------|----------------|-----------------|--------------------------|------------------|
| | | | | When payable. | Amount paid during year. | |
| 1st mort. L. N., A. & St. L. R'y. | June 1, 1881 | Apr. 1, 1921 | 6 | Apr. and Oct. | Funded. | \$3,000,000 00 |
| 1st mort. E. R. & E. R'y. | Sept., 1881 | July 1, 1921 | 6 | Jan. and July | \$54,000 00 | 900,000 00 |
| 2d mort. L. E. & St. L. R'y. | Mar. 1, 1862 | Mar. 1, 1902 | 7 | Mar. and Sep. | Funded. | 1,000,000 00 |
| Income bonds L. N., A. & St. L. R'y. | June 1, 1881 | Apr. 1, 1931 | 4 | Non-cumulative. | | 2,977,271 16 |
| Funded coupon scrip | Apr. 1, 1883 | Apr. 1, 1893 | 6 | Apr. and Sept. | | 244,143 33 |
| Total | | | | | \$54,000 00 | \$8,121,414 49 |

Average bonded debt per mile for 253 miles, \$32,160.00.

UNFUNDED DEBT IN DETAIL.

| On what Account. | Amount. |
|--|----------------|
| Interest unpaid | \$669,843 33 |
| Vouchers and accounts (other than current) | 193,474 48 |
| Notes due, unpaid | 312,520 12 |
| Other liabilities | 802,690 58 |
| Total | \$1,978,528 51 |

TOTAL LIABILITIES.

COMMON STOCK, SCRIP AND FUNDED AND UNFUNDED DEBT.

| Stocks and bonds. | Total. |
|--------------------------------------|-----------------|
| Common stock..... | \$5,680,000 00 |
| Preferred stock, scrip..... | 1,457 00 |
| Bonded debt..... | 8,121,411 49 |
| Floating debt..... | 1,978,528 51 |
| Aggregate..... | \$15,781,400 00 |
| Average per mile, for 253 miles..... | \$62,377 00 |

LENGTH OF TRACK.

| Main Line. | Whole line miles. | Main line and branch's miles. | In Illinois, miles. | Main line and branch's in Illinois. |
|--|----------------------------------|----------------------------------|---------------------------------|-------------------------------------|
| From New Albany, Ind. to L. & N. Junction..... | 181 ⁷ / ₁₀ | 252 ⁷ / ₁₀ | 64 ³ / ₁₀ | 64 ⁷ / ₁₀ |
| BRANCHES. | | | | |
| From Evansville to Jasper..... | 55.00 | | | |
| From Gentryville Junction to Rockport..... | 16.00 | | | |
| Total length of branches..... | 71.00 | | | |
| Main line and branches..... | 252 ⁷ / ₁₀ | | 64 ³ / ₁₀ | 64 ⁷ / ₁₀ |
| Sidings on main line..... | 16.42 | | 5.43 | |
| Siding on branches..... | 5.54 | | | |
| Aggregate length of all tracks..... | 274.66 | | 69.73 | 69.73 |

Proportion of road in Illinois, 25 per cent.

RAILS AND TIES.

| | | |
|--|--|---|
| Iron— | | |
| On road..... | | 97 ²⁰ / ₁₀₀ miles |
| Re-laid during the year with steel—approximated..... | | 4 ⁹⁰ / ₁₀₀ miles. |
| Steel— | | |
| On road..... | | 154 ⁸⁰ / ₁₀₀ miles. |
| Average weight per yard..... | | 56 lbs. |
| Ties— | | |
| Average number per mile..... | | 2,800 |
| Number laid during the year..... | | 37,000 |

BRIDGES.

| | | |
|--|-----|----------------------|
| Number of piling in Illinois..... | 176 | length. 10,492 feet |
| Number of iron in Illinois..... | 1 | length. 230 feet |
| Number of combination in Illinois..... | 2 | length. 254 feet |
| Total..... | 179 | length. 10,976 feet. |

FENCING.

| | |
|----------------------------|--|
| Post and fence..... | 2 ¹ / ₂ miles in Illinois, cost \$1.25 per rod |
| Wire..... | 18 ⁴ / ₄ " " " " 65 " " |
| Total..... | 20 ³ / ₄ " " " " 65 " " |
| Built during the year..... | 4 ⁴ / ₄ " " " " 65 " " |

STATIONS.

| | |
|-----------------------------|----|
| Number in Illinois..... | 9 |
| Number out of Illinois..... | 34 |
| Total on whole line..... | 43 |

EQUIPMENT.

| Description. | Whole line. | Total. |
|--|-------------|--------|
| Locomotives: | | |
| Passenger 8 wheel | 8 | |
| Freight 8 " | 9 | |
| Freight 10 " | 6 | |
| | | 23 |
| Passenger equipment: | | |
| Coaches | 17 | |
| Officers' cars | 1 | |
| Express, baggage and mail cars | 7 | |
| | | 25 |
| Freight equipment: | | |
| Box cars | 337 | |
| Stock cars | 50 | |
| Caboose | 13 | |
| Flat cars | 122 | |
| Coal cars | 147 | |
| Other cars, stone cars | 4 | |
| | | 973 |
| Total number cars of all classes | | 998 |

Platform and coupler used, Miller.

Brake used, Westinghouse Air Brake.

AVERAGE LIFE OF LOCOMOTIVES, CARS, RAILS, TIES, BRIDGES, ETC.

| Equipment and Superstructure. | Average life in years. |
|-------------------------------|------------------------|
| Locomotives— | |
| Passenger | 5 |
| Freight | 4½ |
| Cars— | |
| Passenger | 6 |
| Baggage | 5½ |
| Box | 8 |
| Stock | 9 |
| Coal | 7 |
| Flat | 8 |
| Rails— | |
| Iron | 4 |
| Steel | 16 |
| Joint fastenings— | |
| ¾ iron | 7 |
| ¾ steel | 16 |
| Frogs | 2 |
| Ties— | |
| Oak | 1 |
| Bridges— | |
| Combination | 11 |
| Trestles | 5 |
| Piling | 5 |
| Telegraph poles— | |
| Other than cedar | 3 |
| Fence posts | 8 |

EMPLOYES.

NUMBER, CHARACTER OF SERVICE, AND ANNUAL SALARIES OF EMPLOYES.

| Average No. employed. | Officers and Employees. | Average yearly salary. | Aggregate yearly salary. |
|--------------------------------|---|------------------------|--------------------------|
| 7 | General officers | \$2,214 27 | \$15,499 92 |
| 1 | Civil engineer | 1,500 00 | 1,500 00 |
| 1 | Master mechanic | 1,800 00 | 1,800 00 |
| 10 | Clerks at stations | 536 70 | 5,367 00 |
| 26 | Clerks | 600 38 | 15,609 96 |
| 15 | Machinists | 695 00 | 10,424 40 |
| 9 ⁹ / ₁₀ | Passenger conductors | 1,069 78 | 9,949 05 |
| 14 | Freight conductors | 968 96 | 13,565 65 |
| 10 | Passenger engineers | 1,233 00 | 12,333 00 |
| 28 | Freight engineers | 708 60 | 19,840 56 |
| 37 | Firemen | 502 75 | 18,602 20 |
| 13 | Wipers | 351 50 | 4,569 50 |
| 7 | Baggagemen | 600 42 | 4,206 30 |
| | Brakemen, passenger | 621 28 | 4,970 30 |
| | Brakemen, freight | 659 96 | 23,754 50 |
| | Station agents not telegraph operators | 473 02 | 10,219 75 |
| | Station agents also telegraph operators | 458 18 | 11,080 00 |
| | Telegraph operators not station agents | 413 02 | 7,434 40 |
| | Carpenters | 656 45 | 17,724 00 |
| | Car repairers | 505 40 | 3,537 80 |
| | Section foremen | 424 65 | 10,191 60 |
| | Sectionmen | 500 90 | 23,040 00 |
| | Laborers | 344 30 | 63,351 20 |
| | Flagmen | 367 31 | 10,596 05 |
| | Switchmen and watchmen | 438 06 | 1,752 25 |
| | Bridge tenders and pumpers | 645 77 | 10,978 10 |
| | Other employees | 433 85 | 5,640 00 |
| | Total | | \$407,144 60 |

Of these employees, 82 are employed in Illinois, and their aggregate annual salary is \$39,993.85.

TRAFFIC.

PASSENGERS AND FREIGHT CARRIED.

| | Whole line. | In Illinois. |
|---|-------------|--------------|
| Through passengers | 25,455 | 16,889 |
| Local passengers | 271,264 | 35,480 |
| Total passengers carried | 296,719 | 52,369 |
| Number of passengers carried one mile | 10,098,062 | |
| Average number cars in passenger train | 3 | |
| Average number miles traveled by each passenger | 30 | |
| Average receipts per passenger per mile | .0280 | |
| Average cost per passenger per mile | .0202 | |
| Through freight, in tons | 187,777 | 181,023 |
| Local freight, in tons | 367,890 | 35,624 |
| Total tons freight carried | 555,667 | 216,647 |
| Average tons of freight carried one mile | 39,958,629 | |
| Average number of cars in freight train | 20 | |
| Average number tons of freight per train | 119 | |
| Average number tons of freight per car | 8.38 | |
| Average receipt per ton freight per mile | .012 | |
| Proportion freight carried in Illinois | 41% | |

FREIGHT CLASSIFIED.

| | Whole line. Tons. | In Illinois. Tons. |
|--|----------------------|-----------------------|
| Corn | 62,827 | 50,176 |
| Wheat | 12,024 | 1,514 |
| Rye | 4,206 | 3,681 |
| Oats and barley, etc. | 5,981 | 5,174 |
| Flour | 14,086 | 6,181 |
| Provisions and groceries .. | 27,468 | 19,573 |
| Agricultural implements .. | 2,022 | 531 |
| Furniture | 1,189 | 418 |
| Lumber | 65,586 | 10,394 |
| Other forest products, ties, staves, etc. | 114,048 | 30,793 |
| Horses and mules | 3,392 | 1,575 |
| Cattle | 2,355 | 2,080 |
| Hogs and sheep | 5,144 | 3,878 |
| Iron, lead and other mineral products | 6,486 | 7,387 |
| Stone, brick, sand, lime, clay, cement and stucco .. | 23,617 | 6,263 |
| Coal | 89,466 | 7,835 |
| Coke | 8,035 | 7,950 |
| Merchandise | 84,532 | 35,326 |
| Other articles | 11,398 | 10,025 |
| Tobacco | 11,825 | 5,893 |
| Total tons | 555,687 | 216,647 |

MILEAGE.

TRAIN MILEAGE.

| Trains. | Whole line. | In Illinois. |
|---------------------------|-------------|--------------|
| Passenger | 193,612 | 33,649 |
| Freight | 158,219 | 22,989 |
| Mixed | 43,114 | |
| Excursion | 3,622 | 873 |
| Construction | 9,388 | 642 |
| Total train mileage | 407,955 | 58,153 |

CAR MILEAGE.

| Cars. | Whole line. | In Illinois. |
|--|-------------|--------------|
| Passenger, mail, baggage and express | 1,119,186 | 289,629 |
| Freight | 6,110,298 | 1,214,673 |
| Total car mileage | 7,229,484 | 1,504,302 |
| Empty freight car mileage | 1,949,340 | 473,214 |

PASSENGER MILEAGE AND FREIGHT TONNAGE.

| Passenger mileage. | Whole line. | In Illinois. | Freight tonnage. | Whole line (pounds). | In Illinois. |
|--------------------------|-------------|--------------|---------------------|-------------------------|--------------|
| Through | 2,195,352 | 1,035,798 | Through | 375,594,951 | 362,047,865 |
| Local | 6,256,474 | 611,538 | Local | 735,781,174 | 71,250,260 |
| Total pass. mil'ge | 8,451,826 | 1,647,336 | Total fr't tonnage. | 1,111,376,125 | 433,298,125 |

INCOME.

MONTHLY TRANSPORTATION EARNINGS—WHOLE LINE.

| Months. | From passenger department. | From freight department. | Total. |
|---------------------|----------------------------------|--------------------------------|--------------|
| 1885, July | \$24,769 05 | \$31,775 15 | \$56,544 20 |
| " August | 28,112 75 | 36,604 13 | 64,716 88 |
| " September | 30,158 80 | 41,685 02 | 71,843 82 |
| " October | 27,847 12 | 43,921 05 | 71,768 17 |
| " November | 20,451 62 | 46,791 34 | 67,242 96 |
| " December | 24,017 27 | 44,026 49 | 68,043 76 |
| 1886, January | 18,796 78 | 37,746 14 | 56,542 92 |
| " February | 19,138 96 | 43,324 42 | 62,463 38 |
| " March | 23,711 58 | 51,898 03 | 75,609 61 |
| " April | 22,371 66 | 43,713 26 | 66,084 92 |
| " May | 22,198 05 | 38,933 97 | 61,132 02 |
| " June | 22,108 61 | 42,127 94 | 64,236 55 |
| Total | \$283,682 25 | \$502,546 94 | \$786,229 19 |

IN ILLINOIS.

| Months. | From passenger department. | From freight department. | Total. |
|---------------------|----------------------------------|--------------------------------|--------------|
| 1885, July | \$4,137 01 | \$7,744 51 | \$11,881 52 |
| " August | 4,694 98 | 8,541 33 | 13,236 31 |
| " September | 5,037 05 | 9,645 15 | 14,682 20 |
| " October | 4,651 78 | 10,751 31 | 15,403 09 |
| " November | 3,411 07 | 10,801 22 | 14,212 29 |
| " December | 4,005 30 | 10,235 50 | 14,240 80 |
| 1886, January | 3,135 67 | 9,856 31 | 12,991 98 |
| " February | 3,195 98 | 11,844 54 | 15,040 52 |
| " March | 3,962 26 | 13,326 52 | 17,288 78 |
| " April | 3,633 60 | 9,970 20 | 13,603 80 |
| " May | 3,962 51 | 9,876 14 | 13,838 65 |
| " June | 3,685 08 | 10,309 53 | 13,994 61 |
| Total | \$47,512 32 | \$122,902 26 | \$170,414 58 |

TOTAL INCOME FROM ALL SOURCES.

| Sources. | Whole line. | In Illinois. |
|--|--------------|--------------|
| From passenger and freight departments | \$786,229 19 | \$170,414 58 |
| Total income from all sources | \$786,229 19 | \$170,414 58 |

DEDUCTIONS MADE FROM TRANSPORTATION EARNINGS.

| Average earnings. | Whole line. | In Illinois. |
|---|------------------|------------------|
| Average passenger department earnings per mile | \$1,121 27 | \$730 96 |
| Average passenger department earnings per train mile | 1 46 | |
| Average freight department earnings per mile | 2,025 88 | 1,890 80 |
| Average freight department earnings per train mile | 3 17 | |
| Average gross transportation earnings per mile | 3,147 15 | 2,621 76 |
| Average gross transportation earnings per train mile | 2 31 | |
| Average net transportation earnings per mile | 854 77 | 369 76 |
| Average net transportation earnings per train mile | 61 | |
| The ratio of passenger to freight earnings was (pass. to freight) ... | As 100 is to 177 | As 100 is to 258 |

OPERATING EXPENSES AND TAXES.

(Books not kept so that we can furnish items under this head in detail.)

| Operating Expenses. | Whole line. | In Illinois. |
|---|--------------|--------------|
| Total operating expenses..... | \$569,972 07 | \$146,389 00 |
| Taxes..... | 19,861 29 | 9,634 37 |
| Total operating expenses and taxes..... | \$589,833 36 | \$156,014 37 |

Average operating expenses (less taxes) per mile, \$2,252.85.

Proportion of operating expenses (less taxes) to earnings, 72 %.

EXPENSES IN ADDITION TO OPERATING EXPENSES AND TAXES.

| | |
|--------------------------------|--------------|
| Construction..... | \$5,645 90 |
| Leased lines..... | 13,314 24 |
| Interest on funded debt..... | 304,000 00 |
| Total additional expenses..... | \$322,960 14 |

GENERAL EXHIBIT.

NET INCOME, DIVIDENDS, BALANCES.

| | |
|---|--------------|
| Total income..... | \$786,229 19 |
| Operating expenses, less taxes..... | 569,972 07 |
| Excess of income over operating expenses..... | \$216,257 12 |
| Less taxes..... | 19,861 29 |
| Excess of income over operating expenses and taxes..... | \$196,395 83 |
| Interest on funded debt..... | \$304,000 00 |
| Interest on unfunded debt..... | 13,161 02 |
| Rentals..... | 13,314 24 |
| | 360,475 26 |
| Net income (deficit)..... | \$164,079 43 |
| Balance for the year..... | \$164,079 43 |
| Balance (loss) last year..... | 679,767 51 |
| Balance (loss)..... | \$843,846 94 |

Cr.

| | |
|--|--------------|
| Balance to profit and loss of sundry items closed out of other accounts..... | 28,513 58 |
| Balance (loss) carried forward to next year..... | \$872,360 52 |

GENERAL BALANCE SHEET.

| Assets. | | Liabilities. | |
|------------------------------------|-----------------|--|-----------------|
| Construction account..... | \$12,115,694 42 | Capital stock..... | \$5,806,711 00 |
| Equipment account..... | 1,167,546 00 | Funded debt..... | 8,121,414 19 |
| Other investments, as follows: | | Unfunded debt, as follows: | |
| E. R. & E. Ry..... | 1,700,000 00 | Interest unpaid..... | 669,843 33 |
| Profit and loss..... | 872,360 52 | Notes payable..... | 308,470 88 |
| Cash items, as follows: | | Vouchers and accounts..... | 197,819 07 |
| Cash..... | 44,338 71 | Stock due E. R. & E. stockholders, and bonds due L. N. A. & St. L. stockholders..... | 256,271 90 |
| Due from agents and companies..... | 26,849 36 | Car trust certificates..... | 795,032 93 |
| Cash assets, as follows: | | | |
| Materials and supplies..... | 22,088 77 | | |
| Debit balance..... | 206,685 82 | | |
| Total assets..... | \$16,155,563 60 | Total liabilities..... | \$16,155,563 60 |

LOCAL EXHIBIT OF ILLINOIS BUSINESS.

INCOME, EXPENSES, BALANCES, ETC.

| | |
|--------------------------|--------------|
| Total income | \$170,414 58 |
| From freights | \$121,154 02 |
| From passengers | 47,212 32 |
| From other sources | 2,048 24 |

ADDITIONAL INFORMATION.

This Company has a contract with the United States Government for the transportation of mails, for which it receives about \$50 per mile per annum.

The Adams Express Company does business on this road, allowing the road 40 per cent. of the gross receipts.

The "Kanawha Dispatch Line" does business on this road. Business is pro-rated on mileage basis.

Pullman's Palace Cars, owned by the Pullman Palace Car Co., are run upon this road, receiving the regular tariff of the Pullman Company in addition to regular passenger fare.

No freight cars or freight of transportation companies are allowed any preference in speed or order of transportation.

We have running arrangements with the Louisville and Nashville between Mt. Vernon and East St. Louis, on the mileage basis.

STATEMENT OF ACCIDENTS.

KILLED AND ENURED DURING THE YEAR.

| Description. | | Whole line. | | In Illinois. | |
|--------------|--|-------------|----------|--------------|----------|
| | | Killed. | Injured. | Killed. | Injured. |
| Passengers | | 4 | 16 | | |
| Employees | | 10 | 29 | | 4 |
| Others | | | 2 | | |
| Total | | 14 | 47 | | 4 |

| No. | Name of person. | Occupation. | Cause of accident. | Date of accident. | Character of injury. |
|-----|--------------------|----------------|---------------------------------------|-------------------|----------------------|
| 1 | E. W. Bowman. | Brakeman. | Jumping on engine. | July 2, 1885. | Wrist sprained. |
| 2 | J. B. Wilstack. | Conductor. | Fell off train. | 9 " | Heel mashed. |
| 3 | G. O. Schlosser. | Trestler. | Fell through bridge. | 10 " | Head mashed. |
| 4 | G. W. Sampson. | Brakeman. | Arm caught between cars. | 14 " | Arm mashed. |
| 5 | James Rockafeller. | Car inspector. | Between cars. | 11 " | Hand mashed. |
| 6 | James Genler. | Train. | Run over. | 13 " | Killed. |
| 7 | Chas. King. | Painter. | Fell off coach. | 17 " | Sprained wrist. |
| 8 | James Laftus. | Trestler. | Drunk on track. | 19 " | Killed. |
| 9 | James Simpson. | | Drunk and stepped in front of engine. | 21 " | |
| 10 | H. Cramer. | Brakeman. | Jumped off trestle. | Sept. 12 " | Arm broken. |
| 11 | Fidel Studer. | Trestler. | Run over. | 23 " | Killed. |
| 12 | John Malley. | Brakeman. | Between cars. | 23 " | |
| 13 | R. Stark. | Watchman. | Detached part of train. | 23 " | |
| 14 | Richard Mairs. | Trestler. | Attempting to board train. | Oct. 21 " | |
| 15 | W. H. Stanton. | | | Nov. 21 " | |
| 16 | F. Applegate. | Brakemen. | Coupling. | 26 " | Hand mashed. |
| 17 | F. M. Mallott. | " | Fell between cars. | Dec. 1 " | Back hurt. |
| 18 | L. M. Everhart. | " | Fell in cattle guard. | 7 " | Killed. |
| 19 | William Lammon. | | Coupling. | 12 " | Fingers pinched. |
| 20 | H. C. Ramsey. | Agent. | Struck by mail catcher. | 4, 1886. | Face injured. |
| 21 | Mrs. Lena Noller. | Passenger. | Jumped off moving train. | 6 " | Slight sprain. |
| 22 | J. S. Cuthub. | Brakeman. | Coupling. | 14 " | Hand hurt. |
| 23 | S. L. Brothers. | Conductor. | Jumping on train. | 23 " | Back injured. |
| 24 | S. Hardman. | Brakeman. | Coupling. | Feb. 19 " | Two fingers mashed. |
| 25 | Ed. Scherer. | Wiper. | Driving-box falling on foot. | 19 " | Foot mashed. |

| | Switchman | Caught between cars | Mar. | 2, 1866 | |
|--------------------------|------------|--------------------------------------|------|---------|---------------------------|
| 96 Hugh Arnott | Switchman | Fell from car. | .. | 3 | Arm and side bruised |
| 97 Theo. Flora | Stockman | Caught under barrel | .. | 3 | Arm broken. |
| 98 E. G. Wile | Engineer | Jumped from engine | .. | 8 | Leg broken. |
| 99 H. W. Wiles | Brakeman | Jumped from train | .. | 8 | Leg and arm sprained |
| 30 Wm. Steele | Fireman | Engine turned over | .. | 8 | Knee sprained |
| 31 J. P. Belleville | Brakeman | Fell off train | .. | 8 | Scalded |
| 32 H. H. Ashmore | Trespasser | Stepped on track ahead of cars | .. | 12 | Arm amputated. |
| 33 E. B. Coan | Passenger | Broken rail—coach turned over | .. | 26 | Killed. |
| 34 D. Morris | .. | .. | .. | 31 | Spine |
| 35 Chas. Becht | .. | .. | .. | 31 | Head injured. |
| 36 Benl. Smith | .. | .. | .. | 31 | Left side of head and hip |
| 37 B. Bare | .. | .. | .. | 31 | Head injured. |
| 38 A. W. Howard | .. | .. | .. | 31 | Sprained wrist. |
| 39 F. C. Harder | .. | .. | .. | 31 | Cut in head |
| 40 John Poulik | .. | .. | .. | 31 | Cut over eyes |
| 41 W. Honk | .. | .. | .. | 31 | Cut in head |
| 42 W. H. Paddock's child | .. | .. | .. | 31 | Slight injury to abdomen. |
| 43 Chas. Morris | .. | .. | .. | 31 | Scalp wound. |
| 44 John Jones | .. | .. | .. | 31 | Left leg injured |
| 45 W. Givens | .. | .. | .. | 31 | Left hip injured |
| 46 R. M. Busks | .. | .. | .. | 31 | Scalp wound |
| 47 Mrs. H. Givens | .. | .. | .. | 31 | Cut in head |
| 48 John Burch | .. | .. | .. | 31 | Ear cut |
| 49 Geo. Meddell | Brakeman | Fell between cars | Apr. | 33 | Leg amputated |
| 50 John Chamberlain | .. | Coupling | .. | 14 | Body squeezed |
| 51 David Carroll | Trespasser | Playing on track | .. | 28 | Killed |
| 52 Wm. Katterpenny | Laborer | Fell off train | May | 4 | Two fingers mashed |
| 53 W. A. White | Brakeman | Coupling | .. | 5 | Side bruised. |
| 54 J. P. Stewart | .. | Fell off train | .. | 29 | Killed |
| 55 V. B. Bloomfield | Trespasser | Asleep on track | .. | 31 | Great toe cut |
| 56 W. T. Beckham | Brakeman | Sharpening files | June | 8 | Foot sprained |
| 57 J. S. Cuthub | .. | Coupling | .. | 24 | Knee injured |
| 58 W. Gues | Engineer | Tobacco falling on him while loading | .. | 23 | Killed |
| 59 Fred Ayhall | Trespasser | Getting on train | .. | 25 | Leg broken. |
| 60 W. A. Garner | Brakeman | .. | .. | 25 | Arm broken |
| 61 W. Long | Engineer | Being drunk | .. | 25 | .. |

MICHIGAN CENTRAL RAILROAD.

ORGANIZATION AND CONSTRUCTION.

CONSTRUCTION.

The building of this road was begun by the Detroit and St. Joseph Railroad Company in 1836, but before completing any portion of the same, that Company sold its property and franchises to the State of Michigan, April 23d, 1837.

Under State management it was completed from Detroit as follows:

| | | |
|----------------------|------|----------|
| To Ypsilanti | Feb. | 5, 1838 |
| " Ann Arbor | Oct. | 7, 1839 |
| " Dexter | June | 30, 1841 |
| " Jackson | Dec. | 29, 1841 |
| " Albion | June | 25, 1844 |
| " Marshall | Aug. | 12, 1844 |
| " Battle Creek | Nov. | 25, 1845 |
| " Kalamazoo | Feb. | 2, 1846 |

In the summer of 1846, the State sold the road to the Michigan Central Railroad Company, and gave possession thereof on September 24, in the same year. That Company completed the road from Kalamazoo as follows:

| | | |
|-----------------------|--------|---------|
| To Niles | Autumn | of 1848 |
| " New Buffalo | Spring | of 1849 |
| " Michigan City | Autumn | of 1850 |
| " Kensington | May | 1852 |

ORGANIZATION.

Date of original charter, March 28, 1816. Amended April 1, 1846, (unimportant.) Amended March 16, 1847, changing time of report to Secretary of State for each year to the first of December, and to be made by the 10th of January, and changing time of annual election of Directors to the fourth Monday in June. Amended April 3, 1848, authorizing the Company to aid in building a road from the southern line of Michigan to the city of Chicago, etc. Amended April 2, 1848. Amended February 13, 1855, authorizing increase of stock and issue of bonds, etc. Amended April 1, 1879, changing date of annual election of stockholders to Thursday following the first Wednesday in May.

LEASED LINES.

| | |
|---|----------|
| Michigan Air Line Railroad, Jackson to South Bend | 115.16 |
| Joliet and Northern Indiana Railroad, Lake to Joliet | 45.00 |
| Grand River Valley Railroad, Rives Junction to Grand Rapids | 84.75 |
| Jackson, Lansing and Saginaw Railroad, Jackson to Mackinac City | 295.10 |
| Kalamazoo and South Haven Railroad, Kalamazoo to South Haven | 39.50 |
| Detroit and Bay City Railroad, Bay City Junction to Bay City | 109.00 |
| Lapeer Junction to Five Lakes | 8.75 |
| Denmark Junction to Saginaw | 16.75 |
| Caro Junction to Caro | 12.75 |
| Bay City Street Railway | 5.10 |
| <hr/> | |
| Saginaw Bay and Northwestern Railroad, Pinconning Bay west into woods | 152.35 |
| Canada Southern Railway and its leased lines, as follows: | 62.89 |
| Canada Southern Railway, Windsor to Suspension Bridge | 226.18 |
| Amherstburg to Essex Centre | 15.70 |
| St. Clair Junction to Courtright | 62.63 |
| Welland Junction to Fort Erie | 17.50 |
| <hr/> | |
| Toledo, Canada Southern and Detroit Railroad, Springwells to Canada Southern Junction | 322.01 |
| Canada Southern Bridge Company, Slocum Junction to Stony Island | 55.87 |
| Michigan Midland and Canada Railroad, Ridgeway to St. Clair | 3.66 |
| Larnia, Chatham and Erie Railroad, Petrolia Junction to Petrolia | 11.68 |
| Erie and Niagara Railway, Niagara to Old Fort Erie | 7.00 |
| Oil Springs Branch, Oil Springs to Oil City | 39.60 |
| <hr/> | |
| Total | 1,230.44 |

RECAPITULATION.

| | | |
|-----------------------------|---------|----------|
| In Michigan | \$68.34 | |
| In Indiana | 22.06 | |
| In Illinois | 29.00 | |
| In Ohio | 8.60 | |
| In Dominion of Canada | 362.44 | |
| | | 1,230.44 |

The only road operated in Illinois is the Joliet and Northern Indiana, from Joliet east 29 miles to the east line of the State of Illinois, to its connection with the Michigan Central Railroad at Lake. Commenced operating in 1854. This road is operated under permanent lease, the Michigan Central Railroad paying an annual rental of \$2,000 per mile on 44.50 miles, or \$89,000 per year.

OFFICERS.

| | |
|---|----------------|
| President, H. B. Ledyard | Detroit |
| Vice-President, E. D. Worcester | New York |
| General Solicitor, Ashley Pond | Detroit |
| Secretary, E. D. Worcester | New York |
| Treasurer, Henry Pratt | New York |
| Auditor, D. A. Waterman | Detroit |
| General Manager, H. B. Ledyard | Detroit |
| General Superintendent, E. C. Brown | Detroit |
| Assistant General Superintendent, Robert Miller | Detroit |
| Division Superintendent, R. H. L. Hommedien | Chicago |
| Chief Engineer, J. D. Hawks | Detroit |
| General Freight Agent, A. Mackay | Chicago |
| General Passenger and Ticket Agent, O. W. Ruggles | Chicago |
| Purchasing Agent, Allan Bowen | Detroit |
| Superintendent of Telegraph, E. E. Torrey | Detroit |
| General Baggage Agent, H. B. Dearing | Chicago |
| Master Mechanic, C. E. Smart | Jackson, Mich. |
| General Road Master, A. G. Dailey | Detroit |

General offices at New York City, Chicago and Detroit.

DIRECTORS.

| | |
|----------------------------|----------------|
| Cornelius Vanderbilt | New York |
| Wm. K. Vanderbilt | New York |
| Henry B. Ledyard | Detroit, Mich. |
| Edwin D. Worcester | New York |
| Samuel F. Barger | New York |
| Chauncey M. Depew | New York |
| Ashley Pond | Detroit, Mich. |
| William L. Scott | Erie, Pa. |
| John V. Farwell | Chicago, Ill. |

CAPITAL STOCK

| | |
|--|-----------------|
| Amount of common stock | \$18,738,204.00 |
| Number of stockholders in Illinois | 6 |
| Number elsewhere | 1,587 |
| Amount of stock held in Illinois | 55,600.00 |
| Number of shares held in Illinois | 556 |

FUNDED DEBT IN DETAIL.

| Name of Bond. | When issued. | When due. | Rate per cent. | Interest. | | Amount of bonds. |
|---|---------------|---------------|----------------|---------------|--------------------------|------------------|
| | | | | When payable. | Amount paid during year. | |
| Consolidated mortgage loan..... | May 1, 1872 | May 1, 1892 | 7 | May & Nov. | \$560,000 00 | \$8,000,000 00 |
| Consolidated mortgage loan..... | Nov. 1, 1882 | May 1, 1892 | 5 | May & Nov. | 10,000 00 | 2,000,000 00 |
| Total (main line proper)..... | | | | | \$660,000 00 | \$10,000,000 00 |
| Michigan Central Railroad bonds secured by first bonds on its leased lines— | | | | | | |
| Michigan Central Air Line..... | Jan. 1, 1870 | Jan. 1, 1890 | 8 | Jan. & July. | 152,000 00 | 1,900,000 00 |
| Grand River Valley 2d mort. (now 1st)..... | Sept. 1, 1879 | Sept. 1, 1909 | 6 | Mar. & Sept. | 30,000 00 | 500,000 00 |
| Grand River Valley 2d mort. (now 1st)..... | Mar. 1, 1886 | Sept. 1, 1909 | 6 | Mar. & Sept. | 60,000 00 | 1,000,000 00 |
| Detroit and Bay City 1st mortgage..... | Mar. 1, 1881 | Mar. 1, 1903 | 5 | Mar. & Sept. | 178,800 00 | 3,576,000 00 |
| Total..... | | | | | \$1,080,800 00 | \$16,976,000 00 |

Average bonded debt per mile for 270 miles:

| | |
|---------------------------|-------------|
| Main line..... | \$37,037 03 |
| Main line and others..... | 62,874 07 |

UNFUNDED DEBT IN DETAIL.

None excepting ordinary current obligations.

TOTAL LIABILITIES.

COMMON STOCK AND FUNDED DEBT.

| Stocks and bonds. | | Total. |
|---|--|-----------------|
| Common stock..... | | \$18,738,204 00 |
| Bonded debt | | 10,000,000 00 |
| { M. C. R. R. | | |
| { M. C. R. R. on leased lines..... | | 6,976,000 00 |
| Aggregate | | \$35,714,204 00 |
| Average per mile for 270 miles { M. C. R. R. | | \$106,437 07 |
| { Including main line and leased lines..... | | 132,274 82 |

LENGTH OF TRACK.

| Main line. | Whole line miles. | Main line and branches, miles. | In Illinois, miles. | Main line and branches, in Illinois. |
|-------------------------------------|----------------------|---|------------------------|---|
| From Detroit to Kensington, | 270.07 | 270.07 | 6.07 | 6.07 |
| Main line and branches | 270.07 | 270.07 | 6.07 | 6.07 |
| Double track on main line..... | 89.00 | 89.00 | | |
| Sidings on main line..... | 214.61 | 214.61 | 37.48 | 37.48 |
| Aggregate length of all tracks..... | 573.68 | 573.68 | 43.55 | 43.55 |

Proportion of road in Illinois, .0231 per cent.

| | |
|----------------------------|----------|
| Main line in Illinois..... | 6.07 |
| J. & N. I..... | 29.00 |
| Total..... | 35.07 |
| Main line— | |
| Detroit to Kensington..... | 270.07 |
| Kensington to Chicago..... | 14.00 |
| Leased lines..... | 1,230.44 |
| Total miles operated..... | 1,514.51 |

RAILS AND TIES.

| | | |
|---|--------|----------------------------|
| Iron— | | |
| On road, J. & N. I..... | 14.69 | Main line.....297.97 miles |
| Average weight per yard, J. & N. I..... | 60 |60 lbs |
| Steel— | | |
| On road, J. & N. I..... | 45.00 | “.....276.7 miles |
| Average weight per yard, J. & N. I..... | 60 |60 lbs |
| Re-laid during the year, J. & N. I..... | None. | “.....37.50 miles |
| Ties— | | |
| Average number per mile, J. & N. I..... | 2,700 | “.....2,700 |
| Number laid during year, J. & N. I..... | 16,542 | “.....160,314 |

BRIDGES.

| | | |
|--|----|-------------------|
| Number of wooden in Ill., M. L. and J. & N. I..... | 15 | length, 851 feet. |
| Number of iron in Illinois, M. L..... | 1 | length, 178 feet. |
| Number of combination in Ill., J. & N. I..... | 7 | length, 399 feet. |
| Piling J. & N. I..... | 1 | length, 165 feet. |
| Piling M. L..... | 1 | length, 250 feet. |

FENCING.

| | Whole line. | | In Illinois. | |
|---------------------------------------|---------------------|--------------|---------------------|--------------|
| | Length in miles. | Cost per rod | Length in miles. | Cost per rod |
| Post and fence— | | | | |
| Main line..... | 349.85 | \$1.00 | 9.05 | \$1.00 |
| J. & N. I..... | 64.22 | 1.00 | 40.42 | 1.00 |
| Wire— | | | | |
| Main line..... | 190.15 | .80 | 2.95 | .80 |
| J. & N. I..... | 25.78 | .80 | 18.78 | .80 |
| Hedge— | | | | |
| Main line..... | | | | |
| J. & N. I..... | | | | |
| Total main line..... | 540.00 | | 12.00 | |
| Total J. & N. I..... | 90.00 | | 59.20 | |
| Built during the year, main line..... | 17.07 | .88 | .45 | .88 |
| Built during the year, J. & N. I..... | 5.06 | .88 | 3.48 | .88 |

STATIONS.

| | |
|-----------------------------|-----|
| Number in Illinois..... | 10 |
| Number out of Illinois..... | 348 |
| Total on whole line..... | 358 |

EQUIPMENT.

| Description. | Whole line. | Total. |
|--|-------------|--------|
| Locomotives— | | |
| Switch | 51 | |
| Passenger | 111 | |
| Freight | 224 | |
| Road train | 10 | |
| | | 396 |
| Passenger equipment— | | |
| Coaches | 185 | |
| Sleepers | 2 | |
| Dining cars | 6 | |
| Officers' cars | 4 | |
| Express cars | 67 | |
| Baggage cars | 8 | |
| Mail cars | 6 | |
| | | 278 |
| Freight equipment— | | |
| Box cars | 6,827 | |
| Stock cars | 1,378 | |
| Caboose | 263 | |
| Flat cars | 2,459 | |
| Coal cars | 618 | |
| Other cars | 298 | |
| | | 11,753 |
| Total number cars of all classes | | 12,031 |

Platform and coupler used, Miller.

Brake used, Westinghouse Automatic.

AVERAGE LIFE OF LOCOMOTIVES, CARS, RAILS, TIES, BRIDGES, ETC.

| Equipment and Superstructure. | Average life, in years |
|-------------------------------|------------------------|
| Locomotives— | |
| Passenger | 10 to 25 |
| Freight | 10 to 25 |
| Cars— | |
| Passenger | 25 |
| Baggage | 15 |
| Box | 15 |
| Stock | 10 |
| Coal | 12 |
| Flat | 12 |
| Rails— | |
| Iron | 4 |
| Steel | 10 |
| Joint fastenings | 6 |
| Frogs | 3 |
| Ties— | |
| Oak | 7 |
| Hemlock | 4 |
| Bridges— | |
| Wooden | 12 |
| Iron, can't say | In use |
| Combination, can't say | 13 |
| Trestles | 10 |
| Piling | 12 |
| Telegraph poles— | |
| Cedar | 15 |
| Fence Posts | 10 |

EMPLOYEES.

NUMBER, CHARACTER OF SERVICE AND ANNUAL SALARIES OF EMPLOYEES.

| Average No. em- ployed. | Officers and Employés. | Average yearly salary. | Aggregate yearly salary. |
|-------------------------------|--|------------------------------|--------------------------------|
| 20 | General officers..... | \$1,512 50 | \$102,850 00 |
| 5 | Division superintendents..... | 2,820 00 | 14,100 00 |
| 5 | Civil engineers..... | 1,788 00 | 8,940 00 |
| 6 | Master mechanics..... | 1,296 64 | 7,779 85 |
| 18 | Road masters..... | 1,313 33 | 23,040 00 |
| 609 | Clerks..... | 687 58 | 418,737 38 |
| 169 | Machinists..... | 581 46 | 98,206 75 |
| 65 | Passenger conductors..... | 1,657 95 | 68,766 85 |
| 170 | Freight conductors..... | 911 64 | 154,978 45 |
| 142 | Passenger engineers..... | 1,393 78 | 146,797 15 |
| 284 | Freight engineers..... | 1,033 78 | 2 3,594 30 |
| 451 | Firemen..... | 543 57 | 245,154 25 |
| 43 | Wipers..... | 441 87 | 17,965 65 |
| 60 | Baggagemen..... | 626 96 | 37,617 10 |
| 420 | Brakemen..... | 591 30 | 248,347 72 |
| 136 | Station agents not telegraph operators..... | 633 47 | 86,111 91 |
| 239 | Station agents also telegraph operators..... | 578 76 | 138,324 95 |
| 169 | Telegraph operators not station agents..... | 496 68 | 83,940 00 |
| 149 | Carpenters..... | 585 75 | 110,767 65 |
| 329 | Section foremen..... | 515 98 | 169,758 00 |
| 1,632 | Sectionmen..... | 360 08 | 371,607 02 |
| 978 | Laborers..... | 439 04 | 429,382 32 |
| 166 | Flagmen..... | 374 04 | 39,618 80 |
| 384 | Switchmen and watchmen..... | 695 67 | 267,138 12 |
| 31 | Bridge tenders and pumpers..... | 424 74 | 13,260 00 |
| 1,578 | Other employes..... | 510 09 | 852,273 17 |
| ..... | Total..... | ..... | \$1,449,627 39 |

Of these employes, 598 are employed in Illinois, and their aggregate annual salary is \$516,378.00.

TRAFFIC.

PASSENGERS AND FREIGHT CARRIED.

Whole line. In Illinois.

| | | |
|---|---------------|-----------|
| Through passengers..... | 83,446 | 75,300 |
| Local passengers..... | 2,376,935 | 237,560 |
| Total passengers carried..... | 2,460,381 | 312,959 |
| Number of passengers carried one mile..... | 153,920,181 | ..... |
| Average number of cars in passenger train..... | 5 | ..... |
| Average number of miles traveled by each passenger..... | 65 | ..... |
| Average receipts per passenger per mile..... | cts. 2.019 | ..... |
| Through freight, in tons..... | 1,287,898 | 936,919 |
| Local freight, in tons..... | 3,937,592 | 1,097,528 |
| Total tons freight carried..... | 5,225,490 | 2,064,447 |
| Average tons of freight carried one mile..... | 1,155,281,611 | ..... |
| Average number of cars in freight train..... | 24 | ..... |
| Average receipt per ton freight per mile..... | .0614 | ..... |
| Proportion freight carried in Illinois..... | 39.51% | ..... |

FREIGHT CLASSIFIED.

| | Whole line, Tons. | In Illinois, Tons. |
|--|----------------------|-----------------------|
| Corn..... | 289,415 | 151,429 |
| Wheat..... | 188,811 | 22,602 |
| Rye and barley..... | 52,559 | 29,883 |
| Oats..... | 119,392 | 70,765 |
| Flour..... | 181,834 | 42,373 |
| Provisions..... | 152,027 | 61,577 |
| Salt..... | 222,494 | 168,419 |
| Agricultural implements..... | 124,890 | 56,945 |
| Wagons and other manufactured articles..... | 103,274 | 68,226 |
| Lumber and other forest products..... | 1,242,650 | 107,649 |
| Horses, mules, cattle, hogs and sheep..... | 194,806 | 135,690 |
| Iron, lead, and other mineral products..... | 164,819 | 99,142 |
| Stone, brick, sand, lime, clay, cement and stucco..... | 105,178 | 42,731 |
| Coal and coke..... | 713,516 | 273,719 |
| Merchandise and other articles..... | 1,369,785 | 733,297 |
| Total tons..... | 5,225,490 | 2,064,447 |

MILEAGE.

TRAIN MILEAGE.

| Trains. | Whole line. | In Illinois. |
|--------------------------|-------------|--------------|
| Passenger..... | 3,387,247 | 127,105 |
| Freight..... | 5,335,136 | 245,675 |
| Mixed..... | 385,732 | 12 |
| Construction..... | 160,485 | 2,718 |
| Switching..... | 2,845,549 | 563,746 |
| Total train mileage..... | 12,114,149 | 939,256 |

CAR MILEAGE.

| Cars. | Whole line. | In Illinois. |
|----------------------------------|-------------|--------------|
| Passenger, mail and baggage..... | 19,662,377 | 676,342 |
| Freight..... | 153,368,940 | 6,699,642 |
| Total car mileage..... | 173,031,317 | 7,375,984 |
| Empty freight car mileage..... | 38,450,845 | 1,896,869 |

PASSENGER MILEAGE AND FREIGHT TONNAGE.

| Passenger mileage. | Whole line. | In Illinois. | Freight tonnage. | Whole line. | In Illinois. |
|-------------------------|-------------|--------------|-------------------------|---------------|--------------|
| Through..... | 42,736,791 | 1,629,885 | Through..... | 597,980,083 | 21,918,865 |
| Local..... | 117,192,393 | 4,828,550 | Local..... | 557,304,528 | 23,567,755 |
| Total pass. mil'ge..... | 159,929,184 | 6,449,435 | Total fr'ht ton'ge..... | 1,155,284,611 | 45,486,620 |

INCOME.

MONTHLY TRANSPORTATION EARNINGS—WHOLE LINE.

| Months. | From passenger department. | From freight department. | Total. |
|--------------------|----------------------------------|--------------------------------|-----------------|
| 1885, July..... | \$309,673 21 | \$474,549 86 | \$843,623 07 |
| " August..... | 376,865 43 | 488,575 46 | 865,440 59 |
| " September..... | 391,014 48 | 528,147 49 | 922,161 87 |
| " October..... | 343,902 77 | 667,128 28 | 1,011,031 05 |
| " November..... | 313,922 75 | 680,734 18 | 993,756 93 |
| " December..... | 332,661 22 | 673,925 65 | 1,006,586 87 |
| 1886, January..... | 364,087 92 | 516,521 84 | 780,609 76 |
| " February..... | 261,656 20 | 594,900 90 | 856,557 10 |
| " March..... | 323,173 97 | 623,489 65 | 946,663 62 |
| " April..... | 324,815 06 | 638,309 10 | 963,124 16 |
| " May..... | 319,677 57 | 599,210 81 | 918,888 38 |
| " June..... | 333,360 91 | 609,171 04 | 942,531 95 |
| Total..... | \$3,956,311 09 | \$7,091,664 26 | \$11,050,975 35 |

IN ILLINOIS.

| Months. | From pas- senger department. | From freight department. | Total. |
|--------------------|------------------------------------|--------------------------------|--------------|
| 1885, July..... | \$14,932 87 | \$22,917 30 | \$37,850 17 |
| " August..... | 15,395 74 | 25,607 24 | 41,002 98 |
| " September..... | 17,135 87 | 26,104 09 | 43,240 56 |
| " October..... | 15,333 02 | 30,926 26 | 46,259 28 |
| " November..... | 12,877 22 | 28,955 33 | 41,872 55 |
| " December..... | 13,854 60 | 31,090 14 | 44,944 74 |
| 1886, January..... | 19,567 64 | 23,555 97 | 34,123 61 |
| " February..... | 9,619 28 | 23,384 43 | 33,003 71 |
| " March..... | 13,686 60 | 23,195 10 | 36,881 70 |
| " April..... | 13,341 88 | 32,937 97 | 46,279 85 |
| " May..... | 12,777 90 | 27,844 72 | 40,622 62 |
| " June..... | 13,460 88 | 30,974 30 | 44,435 18 |
| Total..... | \$162,983 50 | \$327,533 45 | \$490,516 95 |

INCOME FROM OTHER SOURCES.

| Sources. | Whole line. | In Illinois. |
|--|--------------|--------------|
| Miscellaneous receipts..... | \$107,533 87 | \$7,949 37 |
| Income from bonds, etc..... | 57,255 50 | |
| Proceeds from sale of sundry securities..... | 236,591 51 | |
| Total..... | \$401,380 88 | \$7,949 37 |

TOTAL INCOME FROM ALL SOURCES.

| Sources. | Whole line. | In Illinois. |
|--|-----------------|--------------|
| From passenger and freight department..... | \$11,050,975 35 | \$490,516 95 |
| From other sources..... | 401,380 88 | 7,949 37 |
| Total income from all sources..... | \$11,452,356 23 | \$498,466 32 |

DEDUCTIONS MADE FROM TRANSPORTATION EARNINGS.

| Average Earnings. | Whole line | In Illinois. |
|--|------------------|------------------|
| Average passenger department earnings per mile..... | \$2,612 27 | \$3,321 24 |
| train mile..... | 1 17 | 1 28 |
| Average freight department earnings per mile..... | 4,684 46 | 6,674 82 |
| train mile..... | 1 33 | 1 33 |
| Average gross transportation earnings per mile..... | 7,296 73 | 9,996 27 |
| train mile..... | 1 27 | 1 31 |
| Average net transportation earnings per mile..... | 2,227 38 | 2,173 18 |
| train mile..... | 39 | 29 |
| The ratio of passenger to freight earnings was | As 100 is to 179 | As 100 is to 201 |

OPERATING EXPENSES AND TAXES.

| Items of Operating Expense. | Whole line. | In Illinois. |
|---|----------------|--------------|
| Track rentals and terminals..... | \$314,536 26 | \$15,726 81 |
| Salaries general officers and clerks..... | 215,212 48 | 10,760 62 |
| Law expenses..... | 32,428 68 | 1,621 43 |
| Insurance..... | 15,631 33 | 751 57 |
| Stationery and printing..... | 56,152 58 | 2,867 63 |
| Outside agencies and advertising..... | 188,587 95 | 9,429 39 |
| Contingencies..... | 200,326 17 | 10,016 31 |
| Repairs or renewals—bridges (including culverts and cattle-guards)..... | 205,180 80 | 10,259 04 |
| Repairs or renewals—buildings..... | 179,984 76 | 8,999 23 |
| Repairs or renewals—fences, road-crossings or signs..... | 108,158 15 | 5,467 91 |
| Renewals of rails..... | 57,242 29 | 2,862 11 |
| Renewals of ties..... | 170,393 10 | 8,519 66 |
| Repairs of roadway and track..... | 823,631 74 | 41,181 58 |
| Repairs of locomotives..... | 463,687 32 | 23,181 37 |
| Fuel for locomotives..... | 792,922 39 | 39,619 12 |
| Water supply..... | 48,890 97 | 2,440 05 |
| Oil and waste..... | 53,441 46 | 2,672 07 |
| Locomotive service..... | 667,375 89 | 33,368 79 |
| Repairs of passenger cars..... | 239,974 16 | 12,498 71 |
| Passenger train service..... | 153,997 00 | 7,699 85 |
| Passenger train supplies..... | 27,919 46 | 1,397 47 |
| Mileage of passenger cars (debit balance)..... | 9,548 78 | 477 14 |
| Repairs of freight cars..... | 541,431 58 | 27,071 73 |
| Freight train service..... | 357,223 71 | 17,861 19 |
| Freight train supplies..... | 22,456 63 | 1,122 81 |
| Mileage of freight cars (debit balance)..... | 322,706 79 | 16,135 34 |
| Telegraph expenses (maintenance and operating)..... | 209,905 54 | 10,495 28 |
| Damage and loss of freight and baggage..... | 19,929 20 | 995 46 |
| Damage to property and cattle..... | 10,118 81 | 505 99 |
| Personal injury..... | 39,121 27 | 1,956 21 |
| Agents and station service..... | 1,057,258 47 | 52,862 92 |
| Station supplies..... | 62,795 39 | 3,139 76 |
| Total operating expenses..... | \$7,677,576 51 | \$383,878 85 |
| Taxes..... | 267,160 71 | 17,889 77 |
| Total operating expenses and taxes..... | \$7,944,737 25 | \$401,768 62 |

Average operating expenses (less taxes) per mile, \$5,068.34.
 Average operating expenses (less taxes) per train mile, 63 cts.
 Proportion of operating expenses (less taxes) to earnings, 69.47 per cent.

EXPENSES IN ADDITION TO OPERATING EXPENSES AND TAXES.

| Paid for. | Whole line. |
|---|----------------|
| Additional real estate..... | \$6,100 00 |
| Leased lines— | |
| Land..... | 15,282 85 |
| Paid Grand River Valley R. R. bonds guaranteed by M. C. R. R..... | 1,000,000 00 |
| Expended in purchase of Saginaw Bay & Northwestern R'y..... | 175,000 00 |
| Total additional expenses..... | \$1,196,382 85 |

GENERAL EXHIBIT.

NET INCOME, DIVIDENDS, BALANCES.

| | |
|---|-----------------|
| Total income | \$11,452,356 23 |
| Operating expenses, less taxes | 7,677,576 51 |
| Excess of income over operating expenses | \$3,774,779 72 |
| Less taxes | 267,160 74 |
| Excess of income over operating expenses and taxes | \$3,507,618 98 |
| Interest on funded debt | \$630,000 00 |
| Interest on leased line bonds | 1,825,105 04 |
| Rentals paid leased lines | 95,310 00 |
| | 2,550,415 04 |
| Net income | \$927,203 94 |
| Balance for the year | \$927,203 94 |
| Balance (profit) last year | 5,448,957 42 |
| Balance (profit) | \$6,376,161 36 |
| Amount paid Canada Southern Railway, being its proportion of income from operating, year ending Dec. 31, 1885 | \$8,679 45 |
| Over charges prior to 1883 | 186,229 50 |
| | 194,908 95 |
| Balance (profit) carried forward to next year | \$6,181,252 41 |

CHARGES AND CREDITS TO PROPERTY DURING THE YEAR.

| Dr. | | Cr. | |
|---|----------------|------------------------------------|----------|
| Construction and equipment: | | Property sold or reduced in value: | |
| Land | \$21,382 85 | Land sold | \$237 50 |
| Other charges: | | | |
| Payment of Grand River Val. Railroad bonds | 1,000,000 00 | | |
| Purchase of Saginaw Bay and Northwestern Ry | 175,000 00 | | |
| Total charges | \$1,196,382 85 | | |
| Total credits | 237 50 | | |
| Net additions | \$1,196,145 35 | Total credits | \$237 50 |

GENERAL BALANCE SHEET.

| Assets. | | Liabilities. | |
|--|-----------------|-----------------------------|-----------------|
| Construction and equipment account | \$40,871,971 96 | Capital stock | \$18,738,204 00 |
| Other investments, as follows: | | Funded debt | 16,976,000 00 |
| Stocks and bonds | 503,505 00 | Unfunded debt, as follows: | |
| Cash items, as follows: | | Interest unpaid | 11,035 00 |
| Cash | 436,731 74 | Dividends unpaid | 3,125 66 |
| Due from agents and companies | 781,048 39 | Vouchers and accounts | 1,090,496 58 |
| Cash assets, as follows: | | Other liabilities: | |
| Materials and supplies | 338,311 33 | Income account | 6,181,252 41 |
| Debit balance | 95,515 23 | | |
| Total assets | \$43,030,113 65 | Total liabilities | \$43,030,113 65 |

PRESENT OR CONTINGENT LIABILITIES NOT INCLUDED IN BALANCE SHEET.

| | |
|---|----------------|
| Bonds guaranteed by Company, or a lien on its road— | |
| Michigan Air Line mortgage bonds..... | \$200,000 00 |
| Detroit and Bay City Railroad bonds..... | 424,000 00 |
| Kalamazoo and South Haven Railroad bonds..... | 710,000 00 |
| Jackson, Lansing and Saginaw Railroad bonds..... | 3,043,000 00 |
| Joliet and Northern Indiana Railroad bonds..... | 800,000 00 |
| Total | \$5,177,000 00 |

These bonds are not included in funded debt statement.

LOCAL EXHIBIT OF ILLINOIS BUSINESS.

INCOME, EXPENSES, BALANCES, ETC.

| | |
|--|--------------|
| Total income | \$498,466 32 |
| From points between stations within the State: | |
| From freights | \$82,008 54 |
| From passengers..... | 15,738 80 |
| From terminal points within the State to local points, on business originating outside of the State: | |
| From freights | 102,133 59 |
| From passengers..... | 61,889 05 |
| From local points to terminal points within the State on business going out of the State: | |
| From freights | 66,908 71 |
| From passengers..... | 59,083 25 |
| Number of tons of local freight carried..... | 1,097,528 |
| Number of local passengers carried..... | 237,500 |
| Receipts per ton per mile on local freight carried..... | .01065 |
| Receipts per passenger per mile on local passengers carried..... | .0230 |
| Total income | \$498,466 32 |
| Operating expenses (less taxes)..... | 383,878 85 |
| Taxes | 17,889 77 |
| Excess of income over operating expenses and taxes | \$96,697 70 |
| Interest on funded debt | \$14,813 92 |
| Rentals actually paid | 57,355 43 |
| Net income on Illinois business | \$24,508 45 |

ADDITIONAL INFORMATION.

We have a contract with the United States Government for the transportation of mails on main line at \$65 per mile per annum for postal car service. We receive \$295.83 per mile per annum from Detroit to Chicago, Ill., and on the Joliet and Northern Indiana Railroad \$42.75 per mile per annum from Joliet, Ill., to Lake, Ind.

The American Express Company does business on this road, carrying through freight (general) at 53 cents per 100 pounds; fruit, 80 cents per 100 pounds; New York produce, \$26.44 per 100 pounds; local freight, 7 cents per ton per mile. Guarantee, \$300 per working day.

The following transportation companies or "lines" do business on this road: Blue Line, Canada Southern Line, and Merchants' Despatch Transportation Company. All the above lines, except the Merchants' Despatch, are operated by the railroad companies, who own the rolling stock and jointly share the result of operation. The Merchants' Despatch Transportation Company is a corporate company, owning its own cars, on which they receive mileage and commissions on business secured.

Sleeping and drawing room cars are run, owned by the New York Central Sleeping Car Company, who make the usual charges.

Dining cars are run between Chicago and Buffalo; owned by the Company, and passengers charged \$1.00 per meal.

No freight cars or freight of transportation companies or "lines" doing business on this road are given any preference in speed or order of transportation.

The Michigan Central Railroad Company has running arrangements with the Illinois Central from Kensington to Chicago, a distance of 11 miles, paying as follows: For each first-class passenger ticket, to or from any foreign road, 9 cents; all other first-class passengers, 15 cents, and for emigrants 3 cents each. For lumber and other forest products, 434 cents per ton; other kinds of freight, 13.33 cents per ton. For United States mail and American Express Company's freight, 2.11 % of amount received for such business.

This Company is a member of the Central Traffic Association, the following railroad and railway companies being parties to the agreement, viz.: Chicago and Grand Trunk; Michigan Central; Lake Shore and Michigan Southern; Pittsburg, Ft. Wayne and Chicago; Chicago, St. Louis and Pittsburg; Baltimore and Ohio; New York, Chicago and St. Louis.

These contracts operate at Chicago, Joliet, and all junction points in Cook county, Ill. It is probable that rates at pooling points will not show quite as high a record as those at points not pooled, but the difference is very slight; hence, speaking in a general way, we may say that they are not materially different.

STATEMENT OF ACCIDENTS.

KILLED AND INJURED DURING THE YEAR.

Description.

| | Whole line. | | In Illinois. | |
|-----------------|-------------|----------|--------------|----------|
| | Killed. | Injured. | Killed. | Injured. |
| Passengers..... | 5 | 8 | 1 | ..... |
| Employees..... | 17 | 35 | 1 | ..... |
| Others..... | 25 | 34 | 4 | 12 |
| Total..... | 47 | 127 | 6 | 18 |

| No. | Name of person. | Occupation. | Cause of accident. | Date of accident. | Character of injury. |
|-----|--------------------|-------------|---|-------------------|---------------------------------|
| 1 | Cornwall, Jerry F. | Brakeman. | Fell from train..... | July 2, 1885. | Shoulder bruised. |
| 2 | Conroy, J. E. | Conductor. | Getting on engine..... | 11 .. | Hand run over. |
| 3 | Unknown man. | Passenger. | Jumping from train | 26 .. | Killed. |
| 4 | Hennis, Edward. | Passenger. | Stealing ride..... | 27 .. | Hurt knee cap. |
| 5 | Fidd, Chas. | Brakeman. | Coupling ride..... | 28 .. | Finger crushed. |
| 6 | Pierce, Samuel. | Boy. | Stealing ride..... | 30 .. | Leg crushed. |
| 7 | Milliken, Fred. | Switchman. | Climbing freight cars | Aug. 24 .. | Foot squeezed. |
| 8 | Farley, Patrick. | Passenger. | Foot caught in switch | Sept. 21 .. | Slight. |
| 9 | Barlow, Henry. | Switchman. | Stealing ride..... | Oct. 4 .. | Foot run over. |
| 10 | Mastenbrook, John. | Switchman. | Coupling..... | 6 .. | Slight. |
| 11 | Hausinger, Thomas. | ..... | Struck by train..... | 9 .. | Leg run over. |
| 12 | Unknown boy. | ..... | Crushed under moving train | 14 .. | Killed. |
| 13 | Kelly, Simon. | Switchman. | Caught foot in frog..... | 31 .. | ..... |
| 14 | Lewrey, Tim. | Conductor. | Jumping from car..... | Nov. 17 .. | ..... |
| 15 | Wilson, W. S. | ..... | Stepped on ice..... | 19 .. | Ankle sprained. |
| 16 | Bulter, G. W. | Laborer. | Caught finger in pulley in elevator | Dec. 19 .. | Finger off. |
| 17 | Newsham, John. | Brakeman. | Foot caught in frog..... | 26, 1886. | Foot squeezed. |
| 18 | Kennedy, Tim. | Laborer. | Let a tie fall..... | Feb. 19 .. | Brusled leg. |
| 19 | Guthaw, J. | Tramp. | Stealing a ride..... | April 15 .. | Killed. |
| 20 | Cullin, C. B. | Boy. | Hand caught in piece of boiler iron | May 29 .. | Hand cut. |
| 21 | Murphy, Barney. | Boy. | Stealing ride..... | June 7 .. | Toe injured. |
| 22 | Buckley, Tim. | Boy. | Fell by train..... | 24 .. | Thumb and two fingers run over. |
| 23 | Murray, John. | ..... | ..... | 25 .. | ..... |
| 24 | Unknown man. | ..... | ..... | 29 .. | ..... |

ST. LOUIS AND CAIRO AND MOBILE AND OHIO RAILROAD.

ORGANIZATION AND CONSTRUCTION.

Date of charter for the construction of this road, February 16, 1865, under the name of Cairo and St. Louis Railroad Company.

The main line was completed and put in operation from East St. Louis to Cairo, March 1, 1875, its entire length being 151.6 miles.

For about two years previous to the time of its completion, the road was in operation between intermediate points as the construction progressed. There are no leased lines or running arrangements with other roads.

There is one branch line extending from the main line one mile north of Columbia station to Millstadt and High Prairie, a distance of nine miles.

The United States Circuit Court took possession of the property of the Company, December 7, 1877, and placed it in charge of a receiver, by whom it was controlled until February 1, 1882, when it was transferred to a new company, and operated by it until February 1, 1886, under the name of the St. Louis and Cairo Railroad Company, with its general operating offices at 411 Olive street, St. Louis, Mo., and general offices of the company at No. 39 Ashland block, Chicago, Ill. Since February 1, 1886, it has been operated by the Mobile and Ohio Railroad Company in some manner as previously, and as an independent line under an agreement.

OFFICERS.

| | |
|--|----------------------|
| President, Chas. Hamilton | St. Louis, Mo. |
| Vice-President, J. A. Horsey | New York, N. Y. |
| General Solicitor, S. Corning Judd | Chicago, Ill. |
| Secretary, Wm. Ritchie | Chicago, Ill. |
| Cashier, Geo. S. Pearce | St. Louis, Mo. |
| Auditor, W. W. Boorman | St. Louis, Mo. |
| General Manager, Chas. Hamilton | St. Louis, Mo. |
| Assistant General Freight Agent, Robert Bell | St. Louis, Mo. |
| Assistant General Passenger Agent, Robert Bell | St. Louis, Mo. |
| Superintendent of Trains, J. W. Robin | East St. Louis, Ill. |
| Master Mechanic, I. E. Newell | East St. Louis, Ill. |
| General Road Master, Richard Boyle | Sparta, Ill. |

General office at 39 Ashland block, Chicago.

Date of annual election, fourth Monday in June.

DIRECTORS.

| | |
|-------------------|----------------------|
| Chas. Hamilton | St. Louis, Mo. |
| J. A. Horsey | New York, N. Y. |
| Eckstein Norton | New York, N. Y. |
| S. Corning Judd | Chicago, Ill. |
| Wm. Ritchie | Chicago, Ill. |
| C. W. Schaap | Akron, Ohio. |
| I. B. Lovings-ton | East St. Louis, Ill. |
| F. Bross | Cairo, Ill. |
| T. M. Logan | Murphysboro, Ill. |

CAPITAL STOCK.

| | |
|------------------------|----------------|
| Amount of common stock | \$5,500,000 00 |
|------------------------|----------------|

FUNDED DEBT IN DETAIL.

| Name of Bond. | When issued. | Interest. | | Amount of bonds. |
|---------------|--------------|----------------|---------------|------------------|
| | | Rate per cent. | When payable. | |
| Income..... | Feb. 1, 1882 | 8 | April 1, | \$52,000 00 |
| Total..... | | | | \$52,000 00 |

Average bonded debt per mile for 160 ⁶/₁₀ miles \$16,189 00

TOTAL LIABILITIES.

COMMON STOCK AND FUNDED DEBT.

| Stocks and bonds. | Total. |
|--|----------------|
| Common stock..... | \$6,500,000 00 |
| Bonded debt..... | 2,600,000 00 |
| Aggregate | \$9,100,000 00 |
| Average per mile, for 160 ⁶ / ₁₀ miles | 56,662 51 |

LENGTH OF TRACK.

| Main line. | Whole line. Miles. | Main line and branches. Miles. | In Illinois. Miles. | Main line and branches, in Illinois. |
|--|--------------------|--------------------------------|---------------------|--------------------------------------|
| From East St. Louis to Cairo..... | 151.6 | 160.6 | 151.6 | 160.6 |
| BRANCHES. | | | | |
| From Columbia Junction to Millstadt..... | 9. | | 9. | |
| Total length of branches..... | 9. | | 9. | |
| Main line and branches..... | | 160.6 | | 160.6 |
| Sidings on main line..... | | | 14.63 | 14.63 |
| Sidings on branches..... | | | 2. | 2 |
| Aggregate length of all tracks | | | | 177.23 |

Proportion of road in Illinois, 100 per cent.

RAILS AND TIES.

| | |
|-----------------------------------|-------------|
| Iron— | |
| On road..... | 90.6 miles. |
| Average weight per yard..... | 40 pounds. |
| Steel— | |
| On road..... | 70 miles. |
| Average weight per yard..... | 40 pounds. |
| Ties— | |
| Average number per mile..... | 3,000 |
| Number laid during the year | 17,665 |

BRIDGES.

| | | |
|------------------------------------|----------|----------------------|
| Number of piling in Illinois, | 402..... | length, 30,169 feet. |
| Number of wooden in Illinois, | 9..... | length, 686 feet. |
| Number of iron in Illinois, | 1..... | length, 198 feet. |
| Number of combination in Illinois, | 2..... | length, 220 feet. |
| Total | 414..... | length, 31,273 feet. |

FENCING.

| Kinds of fence. | Whole line. | | In Illinois. | |
|----------------------------|---------------------|------------------|---------------------|------------------|
| | Length in miles. | Cost per rod. | Length in miles. | Cost per rod. |
| Post and fence | .5 | ..... | .5 | .89 |
| Wire..... | 19.5 | ..... | 19.5 | 51½ |
| Total..... | 20 | ..... | 8 | ..... |
| Built during the year..... | 8 | ..... | 8 | ..... |

STATIONS.

| | |
|---------------------------------|----|
| Number in Illinois—regular..... | 21 |
| Number Illinois—flag | 25 |
| Total on whole line..... | 46 |

EQUIPMENT.

| Description. | Whole line. | Total. |
|---------------------------------------|-------------|--------|
| Locomotives— | | |
| Passenger..... | 5 | |
| Freight..... | 15 | 20 |
| Passenger equipment— | | |
| Coaches..... | 9 | |
| Express, baggage and mail cars..... | 11 | 20 |
| Freight equipment— | | |
| Box cars..... | 132 | |
| Stock cars..... | 8 | |
| Caboose..... | 9 | |
| Flat cars..... | 94 | |
| Coal cars..... | 440 | |
| Other cars..... | 65 | 748 |
| Total number cars of all classes..... | | 768 |

AVERAGE LIFE OF LOCOMOTIVES, CARS, RAILS, TIES, BRIDGES, ETC.

| Equipment and Superstructure. | Average life in years. |
|-------------------------------|------------------------|
| Locomotives— | |
| Passenger..... | 12 |
| Freight..... | 12 |
| Cars— | |
| Passenger..... | 15 |
| Baggage..... | 15 |
| Box..... | 10 |
| Stock..... | 10 |
| Coal..... | 10 |
| Flat..... | 10 |
| Rails— | |
| Iron..... | 8 |
| Steel..... | 20 |
| Joint fastenings..... | 8 |
| Frogs— | |
| Iron..... | 5 |
| Steel..... | 12 |
| Ties— | |
| Oak..... | 8 |
| Pine..... | 5 |
| Hemlock..... | 5 |
| Cedar..... | 10 |
| Bridges— | |
| Wooden..... | 8 |
| Iron..... | 50 |
| Combination..... | 15 |
| Trestle..... | 8 |
| Piling..... | 10 |
| Telegraph poles— | |
| Cedar..... | 15 |
| Other..... | 10 |
| Fence posts..... | 8 |

EMPLOYEES.

NUMBER, CHARACTER OF SERVICE, AND ANNUAL SALARIES OF EMPLOYEES.

| Average No. employed. | Officers and Employés. | Average yearly salary. | Aggregate yearly salary. |
|-----------------------|---|------------------------|--------------------------|
| 6 | General officers..... | \$2,055 30 | \$12,333 83 |
| 1 | Civil engineer..... | 882 68 | 882 68 |
| 1 | Master mechanic..... | 1,500 00 | 1,500 00 |
| 1 | Road master..... | 1,200 00 | 1,200 00 |
| 16 | Clerks..... | 655 76 | 10,492 19 |
| 20 | Machinists..... | 806 64 | 16,132 81 |
| 4 | Passenger conductors..... | 833 36 | 3,414 25 |
| 8 | Freight conductors..... | 687 04 | 5,496 36 |
| 4 | Passenger engineers..... | 1,057 47 | 4,229 67 |
| 10 | Freight engineers..... | 901 30 | 9,013 00 |
| 14 | Firemen..... | 472 77 | 6,619 73 |
| 12 | Wipers..... | 407 08 | 4,884 99 |
| 3 | Baggagemen..... | 306 08 | 918 24 |
| 16 | Brakemen..... | 475 17 | 7,602 59 |
| 7 | Station agents not telegraph operators..... | 462 78 | 3,239 51 |

Employees—Continued.

| Average No. em- ployed. | Officers and Em-loyés. | Average yearly salary. | Aggregate yearly salary. |
|-------------------------------|---|------------------------------|--------------------------------|
| 14 | Station agents also telegraph operators | \$495 79 | \$6,941 10 |
| 4 | Telegraph operators not station agents | 553 84 | 2,213 35 |
| 25 | Carpenters | 662 00 | 16,549 78 |
| 18 | Section foremen | 483 68 | 8,706 27 |
| 81 | Sectionmen | 296 49 | 24,015 95 |
| 24 | Laborers | 388 95 | 9,334 83 |
| 12 | Switchmen and watchmen | 504 90 | 6,058 79 |
| 6 | Bridge tenders and pumpers | 354 00 | 2,124 00 |
| 6 | Other employés | 370 00 | 2,219 99 |
| 313 | Total | | \$166,123 90 |

Of these employés, 313 are employed in Illinois, and their aggregate annual salary is \$166,123.90.

TRAFFIC.**PASSENGERS AND FREIGHT CARRIED.**

| | Whole line. | In Illinois. |
|--|-------------|--------------|
| Local passengers | | 117,640 |
| Total passengers carried | | 117,640 |
| Number of passengers carried one mile | 2,730,105 | |
| Average number cars in passenger train | 2 | |
| Average number of miles traveled by each passenger | 23 | |
| Average receipts per passenger per mile | 62.70 | |
| Local freight, in tons | | 195,814 |
| Total tons freight carried | | 195,814 |
| Average tons of freight carried one mile | 11,901,146 | |
| Average number of cars in freight train | 14 | |
| Average number tons of freight per train | 763 | |
| Average number tons of freight per car | 53 | |
| Average receipt per ton freight per mile | 61 6 | |
| Proportion freight carried in Illinois | 100 % | |

FREIGHT CLASSIFIED.

| | In Illinois, tons. |
|--|-----------------------|
| Corn, wheat, rye, oats and barley | 10,728 |
| Flour | 15,211 |
| Provisions and salt | 1,983 |
| Agricultural implements, furniture, wagons and other manufactured articles | 5,493 |
| Lumber | 20,146 |
| Horses, mules, cattle, hogs and sheep | 2,339 |
| Iron, lead, and other mineral products | 411 |
| Stone, brick, sand, lime, clay, cement and stucco | 6,262 |
| Coal | 110,632 |
| Merchandise | 22,556 |
| Other articles | 353 |
| Total tons | 195,814 |

MILEAGE.

TRAIN MILEAGE.

| Trains. | In Illinois. |
|--------------------------|--------------|
| Passenger..... | 187,622 |
| Freight..... | 166,373 |
| Excursion..... | 1,843 |
| Construction..... | 41,882 |
| Total train mileage..... | 397,700 |

CAR MILEAGE.

| Cars. | In Illinois. |
|----------------------------------|--------------|
| Passenger, mail and baggage..... | 437,968 |
| Freight..... | 1,624,471 |
| Total car mileage..... | 2,062,439 |
| Empty freight car mileage..... | 1,016,940 |

PASSENGER MILEAGE AND FREIGHT TONNAGE.

| Passenger mileage. | In Illinois. | Freight tonnage. | In Illinois. |
|-----------------------------|--------------|----------------------------|--------------|
| Local..... | 2,730,105 | Local..... | 11,901,146 |
| Total passenger mileage.... | 2,730,105 | Total freight tonnage..... | 11,901,146 |

INCOME.

MONTHLY TRANSPORTATION EARNINGS—IN ILLINOIS.

| Months. | From pas- senger department. | From freight department. | Total. |
|--------------------|------------------------------------|--------------------------------|--------------|
| 1885, July..... | \$9,397 37 | \$9,964 96 | \$19,362 33 |
| " August..... | 9,082 80 | 11,966 97 | 21,049 77 |
| " September..... | 9,585 17 | 17,601 58 | 27,186 75 |
| " October..... | 9,250 08 | 18,304 82 | 27,554 90 |
| " November..... | 6,427 00 | 18,128 18 | 24,555 18 |
| " December..... | 8,202 22 | 18,578 03 | 26,780 25 |
| 1886, January..... | 6,150 18 | 14,118 35 | 20,268 53 |
| " February..... | 5,592 27 | 15,869 73 | 21,462 00 |
| " March..... | 7,053 75 | 17,031 48 | 24,085 23 |
| " April..... | 7,263 99 | 14,071 50 | 21,335 49 |
| " May..... | 8,035 40 | 11,867 61 | 19,903 01 |
| " June..... | 7,837 05 | 17,334 65 | 25,171 70 |
| Total..... | \$493,938 98 | \$490,873 89 | \$984,812 87 |

INCOME FROM OTHER SOURCES.

| Sources. | In Illinois. |
|--|--------------|
| From rents for telegraph facilities..... | \$3,749 96 |
| From all other sources..... | 3,825 95 |
| Total..... | \$7,575 91 |

TOTAL INCOME FROM ALL SOURCES.

| Sources. | In Illinois. |
|---|--------------|
| From passenger and freight departments..... | \$284,842 87 |
| From other sources..... | 7,575 91 |
| Total income from all sources | \$292,418 78 |

DEDUCTIONS MADE FROM TRANSPORTATION EARNINGS.

| Average Earnings. | In Illinois. |
|--|------------------|
| Average passenger department earnings per mile | \$585 11 |
| Average passenger department earnings per train mile | 50 |
| Average freight department earnings per mile | 1,188 50 |
| Average freight department earnings per train mile | 1 15 |
| Average gross transportation earnings per mile | 1,773 61 |
| Average gross transportation earnings per train mile | 80 |
| Average net transportation earnings per mile | 444 17 |
| Average net transportation earnings per train mile | 20 |
| The ratio of passenger to freight earnings was..... | As 100 is to 203 |

OPERATING EXPENSES AND TAXES.

| Items of Operating Expenses. | In Illinois. |
|---|--------------|
| Salaries general officers and clerks..... | \$15,908 71 |
| Law expenses | 1,804 89 |
| Insurance | 481 60 |
| Stationery and printing..... | 546 95 |
| Outside agencies and advertising..... | 1 159 46 |
| Contingencies..... | 4,782 09 |
| Repairs or renewals—bridges (including culverts and cattle-guards)..... | 4,991 29 |
| Repairs or renewals—buildings..... | 1,271 72 |
| Repairs or renewals—fences, road-crossings or signs..... | 13 40 |
| Repairs of roadway and track..... | 52,991 66 |
| Repairs of locomotives..... | 21,769 25 |
| Fuel for locomotives | 11,837 56 |
| Water supply..... | 4,108 58 |
| Oil and waste..... | 2,065 50 |
| Locomotive service | 25,275 56 |
| Repairs of passenger cars..... | 3,212 63 |
| Passenger train service..... | 7,771 15 |
| Passenger train supplies..... | 550 41 |
| Repairs of freight cars..... | 8,645 06 |
| Freight train service..... | 14,419 44 |
| Freight train supplies..... | 474 79 |
| Damage and loss of freight and baggage | 731 69 |
| Damage to property and cattle..... | 1,516 15 |
| Personal injury..... | 2,120 00 |
| Agents and station service..... | 22,774 56 |
| Station supplies | 2,285 56 |
| Total operating expenses..... | \$213,509 26 |
| Taxes..... | 11,364 42 |
| Total operating expenses and taxes..... | \$224,873 38 |

Average operating expenses (less taxes) per mile, \$1,329.14.

Average operating expenses (less taxes) per train mile, 60 cts.

Proportion of operating expenses (less taxes) to earnings, 73 per cent.

EXPENSES IN ADDITION TO OPERATING EXPENSES AND TAXES.

| Paid for— | In Illinois. |
|--|--------------|
| Interest on funded debt—income bond..... | \$52,000 00 |
| Total additional expenses..... | \$52,000 00 |

GENERAL EXHIBIT.

NET INCOME, DIVIDENDS, BALANCES.

| | |
|--|--------------|
| Total income | \$292,418 78 |
| Operating expenses, less taxes | 213,509 26 |
| Excess of income over operating expenses..... | \$78,909 52 |
| Less taxes..... | 11,364 12 |
| Excess of income over operating expenses and taxes | \$67,545 40 |
| Interest on funded debt (income bonds)..... | 52,000 00 |
| Net income..... | \$15,545 40 |
| Balance for the year | \$15,545 40 |
| Balance (loss) last year | 2,596 27 |
| Balance (profit) | \$12,949 13 |
| Balance (profit) carried forward to next year..... | \$12,949 13 |

GENERAL BALANCE SHEET.

| Assets. | | Liabilities. | |
|------------------------------------|----------------|----------------------------------|----------------|
| Construction account..... | \$9,096,082 01 | Capital stock..... | \$6,500,000 00 |
| <i>Cash items, as follows:</i> | | Funded debt..... | 2,600,000 00 |
| Cash..... | 29,454 31 | Vouchers and accounts..... | 64,814 96 |
| Accounts receivable..... | 86,533 78 | Revenue balance St. L. & C. | 12,949 13 |
| Due from agents and companies..... | 4,726 66 | " M. & O | 43,504 07 |
| <i>Cash assets, as follows:</i> | | | |
| Materials and supplies..... | 4,597 40 | | |
| Total assets..... | \$9,221,304 16 | Total liabilities | \$9,221,304 16 |

LOCAL EXHIBIT OF ILLINOIS BUSINESS.

INCOME, EXPENSES, BALANCES, ETC.

| | |
|--|--------------|
| Total income..... | \$292,418 78 |
| Operating expenses (less taxes)..... | 213,509 26 |
| Taxes..... | 11,364 12 |
| Excess of income over operating expenses and taxes | 67,545 40 |
| Interest on funded debt (income bonds)..... | 52,000 00 |
| Net income on Illinois business..... | 15,545 40 |

TOTAL LIABILITIES.

COMMON STOCK AND FUNDED DEBT ON PROPERTY WITHIN THE STATE.

| Stocks and Bonds. | Total. |
|---|----------------|
| Common stock | \$6,500,000 00 |
| Bonded debt (income bonds) | 2,600,000 00 |
| Aggregate | \$9,100,000 00 |
| Average per mile, for 160.6 miles | 56,662 51 |

ADDITIONAL INFORMATION.

This road has a contract with the United States Government for the transportation of mails, for which it receives \$10,900 per annum.

The Adams Express Company does business on this road at 40 per cent. of its earnings.

No sleeping, dining or chair cars are run upon this road.

We have no arrangements whatever with any road.

This road has no pooling arrangement with any other road.

All freight carried over this road is classed as local.

All the work done at the machine shops of this company is for main line and branches in Illinois. Expense not separated.

MOLINE AND SOUTHEASTERN NARROW GAUGE RAILWAY.

ORGANIZATION AND CONSTRUCTION.

The Moline and Southeastern Narrow Gauge Railway Company was organized on March 27, 1878, and its certificates acknowledged at Springfield, Ill., April 17, 1878.

Construction of the road was commenced in September, 1878, and completed sufficient to commence running about October 20, 1879.

OFFICERS.

| | |
|------------------------------------|-------------------|
| President, Richard Mansill..... | Rock Island, Ill. |
| Vice-President, B. Seville..... | Rock Island, Ill. |
| Secretary, B. B. Seville..... | Rock Island, Ill. |
| Treasurer, Richard Mansill..... | Rock Island, Ill. |
| General Manager, R. Battersby..... | Rock Island, Ill. |

General office at Rock Island, Ill.

Date of annual election, second Tuesday in February of each year.

DIRECTORS.

| | |
|--------------------|-------------------|
| R. Mansill..... | Rock Island, Ill. |
| R. Battersby..... | Rock Island, Ill. |
| B. B. Seville..... | Rock Island, Ill. |
| Thos. Mansill..... | St. Louis, Mo. |
| Thos. Leese..... | Coal Valley, Ill. |

CAPITAL STOCK.

| | |
|---|-------------|
| Number of stockholders in Illinois..... | 5 |
| Number elsewhere..... | 1 |
| Amount of stock held in Illinois..... | \$30,000 00 |
| Number of shares held in Illinois..... | 300 |

LENGTH OF TRACK.

| Main Line. | Whole line miles. | In Illinois, miles. |
|---------------------------------|-------------------|---------------------|
| From Moline to Coal Valley..... | 7 to 8 | 7 to 8 |
| Sidings on main line..... | 400 feet | |

RAILS AND TIES.

| | |
|------------------------------|----------|
| Iron— | |
| On road..... | 8 miles. |
| Average weight per yard..... | 20 lbs. |

FENCING.

| Description. | Whole line. | | In Illinois. | |
|---------------------|-------------------------------|---------------|-------------------------------|---------------|
| | Miles. | Cost per rod. | Miles. | Cost per rod. |
| Post and board..... | 4 ² / ₄ | 60 cents. | 4 ² / ₄ | 60 cents. |
| Wire..... | 1 ³ / ₄ | ..... | 1 ³ / ₄ | ..... |
| Hedge..... | 1 | ..... | 1 | ..... |
| Total..... | 7 ¹ / ₄ | ..... | 7 ¹ / ₄ | ..... |

EQUIPMENT.

| Description. | Whole line. | Total. |
|---------------------------------------|-------------|--------|
| Locomotives— | | |
| Freight..... | 2 | 2 |
| Freight equipment— | | |
| Coal cars (all out of order)..... | 38 | 38 |
| Total number cars of all classes..... | 38 | 38 |

GENERAL EXH.BIT.

NET INCOME, DIVIDENDS, BALANCES.

| | |
|--|----------|
| Balance (loss) last year..... | \$150 51 |
| Balance (loss) carried forward to next year..... | \$150 51 |

GENERAL BALANCE SHEET.

| Assets. | | Liabilities. | |
|--------------------------------|-------------|------------------------|-------------|
| <i>Investments as follows:</i> | | Capital stock | \$30,000 00 |
| R. R. on hand..... | \$30,000 00 | | |
| Total assets | \$30,000 00 | Total liabilities..... | \$30,000 00 |

PRESENT OR CONTINGENT LIABILITIES NOT INCLUDED IN BALANCE SHEET.

NOTE—The stock of this little road was taken by a limited number of individuals, all being paid up, and is probably nearly all loss. The road was built mostly for the purpose of coal traffic. The track and rolling stock is much out of order and has not been operated during the last fourteen or fifteen months, nor do we know when it will be again.

NEW YORK, CHICAGO AND ST. LOUIS RAILWAY.

ORGANIZATION AND CONSTRUCTION.

The New York and Chicago Railway Company was incorporated in the State of Illinois under the general Railroad act, and the articles of association were filed in the office of the Secretary of State on the 23d day of March, A. D. 1881. The Company was incorporated for the purpose of constructing and operating (in connection with the "Buffalo, Cleveland and Chicago Railway Company," of New York, the "Buffalo and Chicago Railway Company," of Pennsylvania, the "New York and Chicago Railway Company," of Ohio, and the "New York and Chicago Railway Company," of Indiana, incorporated, respectively, at or about the same time in the various States named,) a railroad, extending from Buffalo, in the State of New York, to Chicago, in the State of Illinois.

The various companies above named, soon after their incorporation, were consolidated under the name of and forming the present "The New York, Chicago and St. Louis Railway Company," and on April 12, 1881, articles of such consolidation were filed in the office of the Secretary of State. An amendatory certificate was filed in April, 1882, increasing the capital stock of said Company from \$35,000,000 to \$50,000,000.

Soon after such consolidation, contracts were made and construction began, which in due time was completed, and on the 1st day of September, 1882, the railroad, beginning at Buffalo, in the State of New York, and extending thence through the State of New York, and into and through the States of Pennsylvania, Ohio and Indiana, and thence into the State of Illinois, to the City of Chicago, a total length of main line of 512.54 miles, was formally turned over by the contractors to said railway, since which time it has operated the same. Said Railway Company has no branch or leased lines in operation.

On March 28, 1885, proceedings were begun by the Union Trust Company, of New York, in the Common Pleas Court of Cuyahoga county, Ohio, against the New York, Chicago and St. Louis Railway Company, in which action, and on the same day, D. W. Caldwell was appointed Receiver, and since that time he has operated the railway of said Company.

OFFICERS.

| | |
|--------------------------------------|-----------------|
| President, Wm. K. Vanderbilt | New York, N. Y. |
| Vice-President, D. W. Caldwell | Cleveland, O. |
| Secretary, F. W. Vanderbilt | New York, N. Y. |
| Treasurer, F. W. Vanderbilt | New York, N. Y. |
| Auditor, Jas. P. Curry | Cleveland, O. |

DIRECTORS.

| | |
|----------------------------|-----------------|
| Wm. K. Vanderbilt | New York, N. Y. |
| Cornelius Vanderbilt | New York, N. Y. |
| Chauncey M. Depew | New York, N. Y. |
| J. Tillinghast | New York, N. Y. |
| F. W. Vanderbilt | New York, N. Y. |
| H. McK. Twombly | New York, N. Y. |
| Allyn Cox | New York, N. Y. |
| D. W. Caldwell | Cleveland, O. |
| J. H. Wade | Cleveland, O. |
| Chas. Hickox | Cleveland, O. |
| Jas. P. Curry | Cleveland, O. |
| H. Hammersley | Cleveland, O. |
| (One vacancy. | |

CAPITAL STOCK.

| | |
|---|-----------------|
| Amount of common stock..... | \$28,000,000 00 |
| Amount of preferred stock..... | 22,000,000 00 |
| Number of stockholders in Illinois..... | 67 |
| Number elsewhere..... | 1,206 |
| Amount of stock held in Illinois..... | \$773,300 00 |
| Number of shares held in Illinois..... | 7,733 |

FUNDED DEBT

| Name of bond. | When issued. | When due. | Interest. | | Amount of bonds. |
|----------------------|---------------|---------------|--------------------|----------------|------------------|
| | | | Rate per cent..... | When payable. | |
| First mortgage | Dec. 1, 1881 | Dec. 1, 1921 | 6 | June & Dec. 1 | \$15,000,000 00 |
| Second mortgage..... | March 1, 1883 | March 1, 1923 | 6 | Mar. & Sept. 1 | 1,046,000 00 |
| Equipment..... | April 1, 1882 | Vario's dates | 7 | April & Oct. 1 | 4,000,000 00 |
| Total..... | | | | | \$20,046,000 00 |

Average bonded debt per mile for 512²/₁₀₀ miles, \$39, 112.62.

UNFUNDED DEBT IN DETAIL.

| On What Account. | Amount. |
|--|----------------|
| Interest unpaid | \$1,633,660 00 |
| Interest accrued but not due..... | 115,920 00 |
| Vouchers and accounts (other than current)..... | 436,371 48 |
| Notes due, unpaid; (Interest paid on same during the year, none) | 2,710,000 00 |
| Other liabilities; (Interest paid on same during year, none)..... | 364,151 51 |
| Total | \$5,260,102 99 |
| Less cash securities and current assets..... | 482,866 23 |
| Total | \$4,777,236 76 |

TOTAL LIABILITIES.

COMMON AND PREFERRED STOCK AND FUNDED AND UNFUNDED DEBT.

| Stocks and Bonds. | Total. |
|---|-----------------|
| Common stock | \$28,000,000 00 |
| Preferred stock..... | 22,000,000 00 |
| Bonded debt..... | 20,046,000 00 |
| Floating debt..... | 4,777,236 76 |
| Aggregate | \$74,823,236 76 |
| Average per mile for 512 ² / ₁₀₀ miles..... | \$136,669 78 |

GENERAL EXHIBIT.

NET INCOME, DIVIDENDS, BALANCES.

| | |
|--|----------------|
| Interest on funded debt..... | \$1,042,760 00 |
| Balance for the year (deficit)..... | \$1,042,760 00 |
| Balance (loss) last year..... | 1,957,956 37 |
| Balance (loss)..... | \$3,000,716 37 |
| Indebtedness incurred prior to March 28, 1885 (the day of the appointment of the Receiver) but not ascertained and audited until after the railway company had ceased to operate the road..... | 226,207 38 |
| Balance (loss) carried forward to next year..... | \$3,226,923 75 |

GENERAL BALANCE SHEET.

| Assets. | | Liabilities. | |
|---|-----------------|--|-----------------|
| Construction and equipment account..... | \$70,894,376 85 | Capital stock..... | \$5,000,000 00 |
| Other Investments, as follows: | | Funded debt..... | 20,046,000 00 |
| Securities of other companies..... | 35,754 44 | Unfunded debt, as follows: | |
| Car trust fund..... | 590,237 56 | Interest unpaid..... | 1,633,660 00 |
| Deferred assets..... | 6,488 91 | Interest accrued but not due..... | 115,920 00 |
| Cash items, as follows: | | Notes payable..... | 2,710,000 00 |
| Cash..... | 49,589 73 | Vouchers and accounts..... | 436,371 48 |
| Bills receivable..... | 1,300 00 | Other liabilities: | |
| Due from ag'ts. and companies..... | 41,660 05 | Other companies and individuals..... | 38,534 37 |
| Due on miscellaneous accounts..... | 348,073 10 | Ind'btne's paid by D.W.Caldwell, Receiver, in excess of assets collected by him..... | 325,617 14 |
| Cash assets, as follows: | | | |
| Materials and supplies at March 28, 1885..... | 111,698 60 | | |
| Debit balance..... | 3,226,923 75 | | |
| Total assets..... | \$75,306,102 99 | Total liabilities..... | \$75,306,102 99 |

FUNDED DEBT IN DETAIL.

ON PROPERTY WITHIN THE STATE.

| Name of bond. | When issued. | When due. | Interest. | | Amount of bonds. |
|--|---------------|---------------|----------------|---------------|------------------|
| | | | Rate per cent. | When payable | |
| First mortgage..... | Dec. 1, 1881 | Dec. 1, 1921 | 6 | June & Dec. | \$291,45 |
| Second mortgage..... | Mar. 1, 1883 | Mar. 1, 1923 | 6 | Mar. & Sept. | 20,324 |
| Equipment..... | April 1, 1882 | Various dates | 7 | Apr. & Oct. 1 | 77,720 |
| Total..... | | | | | \$389,494 |
| Average bonded debt per mile for 9 ⁰⁰ / ₁₀₀ miles..... | | | | | \$39,105 82 |

UNFUNDED DEBT IN DETAIL.

ON PROPERTY WITHIN THE STATE.

| On what account. | Amount. |
|--|--------------|
| Interest unpaid | \$31,742 00 |
| Interest accrued, but not due | 2,252 36 |
| Vouchers and accounts (other than current) | 9,227 42 |
| Notes due, unpaid: [Interest paid on same during year, none] | 52,655 30 |
| Other liabilities: [Interest paid on same during year, none] | 6,326 74 |
| | \$102,203 82 |
| Less cash securities, debit balances, etc., available to payment | 9,382 09 |
| Total | \$92,821 73 |

TOTAL LIABILITIES.

COMMON AND PREFERRED STOCK AND FUNDED AND UNFUNDED DEBT ON PROPERTY WITHIN THE STATE.

| Stocks and Bonds. | Total. |
|--|----------------|
| Common stock | \$544,040 00 |
| Preferred stock | 427,460 00 |
| Bonded debt | 389,494 00 |
| Floating debt | 92,821 73 |
| Aggregate | \$1,453,815 73 |
| Average per mile, for 9 ^{mi} / ₁₀₀ miles | \$145,965 44 |

REPORT OF RECEIVER OF NEW YORK, CHICAGO AND ST. LOUIS RAILWAY.

On March 28, 1885, proceedings were begun by the Union Trust Company, of New York, in the Common Pleas Court of Cuyahoga county, Ohio, against the New York, Chicago and St. Louis Railway Company, in which action and on the same day D. W. Caldwell was appointed Receiver, and since that time he has operated the railway of said Company.

OFFICERS.

| | |
|--|------------------|
| Receiver, D. W. Caldwell..... | Cleveland, Ohio. |
| General Solicitor, Samuel E. Williamson..... | Cleveland, Ohio. |
| Cashier, H. Hammersley..... | Cleveland, Ohio. |
| Auditor, James P. Curry..... | Cleveland, Ohio. |
| General Manager, Lewis Williams..... | Cleveland, Ohio. |
| Division Superintendents, C. D. Gorham..... | Fort Wayne, Ind. |
| G. H. Kimball..... | Cleveland, Ohio. |
| General Freight Agent, G. B. Spriggs..... | Cleveland, Ohio. |
| General Passenger Agent, B. F. Horner..... | Cleveland, Ohio. |
| Purchasing Agent, M. M. Rodgers..... | Cleveland, Ohio. |
| Superintendent of Telegraph, George T. Williams..... | Cleveland, Ohio. |
| Superintendent of Motive Power, John McKenzie..... | Cleveland, Ohio. |

General office at Cleveland, Ohio.

UNFUNDED DEBT IN DETAIL.

| On what account. | Amount. |
|---|--------------|
| Vouchers and accounts (other than current) | \$286,409 99 |
| Other liabilities: Interest paid on same during year, none..... | 264,195 50 |
| Total | \$550,605 49 |

LENGTH OF TRACK.

| Main Line. | Whole line. Miles. | Main line and branches, miles. | In Illinois. Miles. | Main line and branches, in Illinois. |
|---|-----------------------|---|------------------------|---|
| From Buffalo N. Y., to Grand Crossing, Illinois..... | 512.52 | | 9.96 | |
| USE TRACK OF OTHER COMPANIES. | | | | |
| In Buffalo..... | 1.60 | | | |
| From Grand Crossing to Chicago..... | 8.90 | | 8.90 | |
| Total length of track of other com- panies..... | 10.50 | | 8.90 | |
| Main line and branches..... | | 523.02 | | 18.86 |
| Double track on main line..... | 6.24 | | | |
| Double track on branches..... | | 6.24 | | |
| Sidings on main line..... | 98.46 | | 10.30 | |
| Sidings on branches..... | | 98.46 | | 10.30 |
| Aggregate length of all tracks..... | | 627.72 | | 29.16 |

Proportion of road in Illinois $1^{94\frac{1}{100}}/100$, per cent.

RAILS AND TIES.

| | | |
|----------------------------------|--|-------------------|
| Iron— | | |
| On road..... | | 54.63 miles. |
| Average weight per yard..... | | 56 pounds. |
| Steel— | | |
| On road..... | | 562.59 miles. |
| Average weight per yard..... | | 56 and 60 pounds. |
| Re-laid during the year..... | | 2.05 miles. |
| Ties— | | |
| Average number per mile..... | | 3,000 |
| Number laid during the year..... | | 120,426 |

BRIDGES.

Number of iron in Illinois..... 1 Length..... 141 feet.

BUILT DURING THE YEAR IN ILLINOIS.

Number of piling..... 5 Length..... 128 feet.

FENCING.

| | Whole line. | | In Illinois. | |
|----------------------------|---------------------|------------------|---------------------|------------------|
| | Length in miles. | Cost per rod. | Length in miles. | Cost per rod. |
| Post and fence..... | 55.79 | \$1.34 | | |
| Wire..... | 771.65 | 71 | 9.01 | \$0.70 |
| Total..... | 827.44 | | 9.01 | |
| Built during the year..... | 21.07 | | | |

STATIONS.

| | |
|-----------------------------|-----|
| Number in Illinois..... | 5 |
| Number out of Illinois..... | 130 |
| Total on whole line..... | 135 |

EQUIPMENT.

| Description. | Whole line. | Total. |
|--|-------------|--------|
| Locomotives— | | |
| Passenger..... | 26 | |
| Freight | 82 | |
| | | 108 |
| Passenger equipment— | | |
| Coaches | 34 | |
| Pay cars..... | 1 | |
| Officer's cars..... | 1 | |
| Express and baggage cars | 10 | |
| Mail cars..... | 4 | |
| | | 50 |
| Freight equipment— | | |
| Box cars | 5,000 | |
| Stock cars | 700 | |
| Caboose..... | 80 | |
| Flat cars | 1,200 | |
| Coal cars..... | 210 | |
| Other cars | 5 | |
| | | 7,195 |
| Total number cars of all classes | | 7,245 |

AVERAGE LIFE OF LOCOMOTIVES, CARS, RAILS, TIES, BRIDGES, ETC.

| Equipment and Superstructure. | Average life in years. |
|-------------------------------|------------------------|
| Locomotives— | |
| Passenger | 10 |
| Freight | 10 |
| Cars— | |
| Passenger | 10 |
| Baggage | 10 |
| Box | 8 |
| Stock | 8 |
| Coal | 8 |
| Flat | 8 |
| Rails— | |
| Iron..... | 3 to 5 |
| Steel..... | 10 to 12 |
| Frogs..... | 6 ms, 3 ys |
| Ties— | |
| Oak | 7 to 9 |
| Pine..... | 2 to 3 |
| Hemlock..... | 3 |
| Cedar..... | 3 to 5 |
| Bridges— | |
| Wooden..... | 10 to 15 |
| Iron..... | Indef. |
| Trestles | 5 to 10 |
| Fence Posts..... | 5 |

EMPLOYES.

NUMBER, CHARACTER OF SERVICE, AND ANNUAL SALARIES OF EMPLOYES.

| Average No. em- ployed. | Officers and Employés. | Average yearly salary. | Aggregate, yearly salary. |
|-------------------------------|--|------------------------------|---------------------------------|
| 10 | General officers..... | \$5,245 00 | \$52,450 00 |
| 2 | Division superintendents..... | 3,000 00 | 6,000 00 |
| 2 | Civil engineers..... | 1,800 00 | 3,600 00 |
| 3 | Master mechanics..... | 2,466 60 | 7,399 80 |
| 6 | Road masters..... | 1,200 00 | 7,200 00 |
| 197 | Clerks..... | 714 80 | 140,816 80 |
| 47 | Machinists..... | 755 82 | 35,523 60 |
| 9 | Passenger conductors..... | 1,155 60 | 10,400 35 |
| 86 | Freight conductors..... | 875 37 | 75,481 30 |
| 12 | Passenger engineers..... | 1,273 10 | 15,277 20 |
| 111 | Freight engineers..... | 1,039 33 | 115,366 40 |
| 133 | Firemen..... | 553 31 | 73,590 60 |
| 17 | Wipers..... | 389 19 | 6,616 20 |
| 8 | Baggagemen..... | 657 35 | 5,258 79 |
| 202 | Brakemen..... | 584 09 | 117,586 45 |
| 40 | Station agents not telegraph operators..... | 643 30 | 25,732 05 |
| 55 | Station agents also telegraph operators..... | 503 88 | 27,713 31 |
| 83 | Telegraph operators not station agents..... | 585 00 | 48,555 00 |
| 89 | Carpenters..... | 665 14 | 59,197 55 |
| 91 | Section foremen..... | 605 28 | 55,080 00 |
| 384 | Sectionmen..... | 360 49 | 138,427 70 |
| 151 | Laborers..... | 439 97 | 66,435 98 |
| 83 | Flagmen..... | 354 62 | 29,433 70 |
| 64 | Switchmen and watchmen..... | 713 65 | 45,673 43 |
| 30 | Bridge tenders and pumpers..... | 498 60 | 13,157 85 |
| 336 | Other employes..... | 485 23 | 192,151 14 |
| 2,311 | Total..... | | \$1,374,125 18 |

Of these employes 281 are employed in Illinois, and their aggregate annual salary is \$188,056.99.

TRAFFIC.

PASSENGERS AND FREIGHT CARRIED.

| | Whole line. | In Illinois |
|---|-------------|-------------|
| Through passengers..... | 17,330 | 3,480 |
| Local passengers..... | 444,349 | 22,502 |
| Total passengers carried..... | 461,679 | 25,982 |
| Number of passengers carried one mile..... | 16,332,005 | |
| Average number cars in passenger train..... | 3.4 | |
| Average number of miles traveled by each passenger..... | 35.37 | |
| Average receipt per passenger per mile..... | 1.63 cts. | |
| Average cost per passenger per mile..... | 1.43 cts. | |
| Through freight, in tons..... | 1,143,689 | 440,235 |
| Local freight, in tons..... | 844,488 | 398,813 |
| Total tons freight carried..... | 1,988,177 | 839,048 |
| Average tons of freight carried one mile..... | 646,223.498 | |
| Average number of cars in freight train..... | 28.3 | |
| Average number tons of freight per train..... | 257.7 | |
| Average number tons of freight per car..... | 11.4 | |
| Average receipt per ton freight per mile..... | 0.483 cts. | |
| Proportion freight carried in Illinois..... | 1.68% | |

FREIGHT CLASSIFIED.

| | Whole line. Tons. | In Illinois. Tons. |
|--|----------------------|-----------------------|
| Corn..... | 233,708 | 72,005 |
| Wheat..... | 27,207 | 9,068 |
| Rye, oats and barley..... | 156,712 | 51,912 |
| Flour..... | 43,337 | 17,239 |
| Provisions..... | 115,918 | 86,067 |
| Agricultural implements, furniture, wagons and other manufac- tured articles..... | 263,538 | 124,108 |
| Lumber..... | 222,358 | 46,151 |
| Other forest products..... | 8,978 | 3,214 |
| Agricultural products..... | 191,746 | 52,104 |
| Horses, mules, cattle, hogs and sheep..... | 95,676 | 33,854 |
| Iron, lead, and other mineral products..... | 1,194 | 814 |
| Stone, brick, sand, lime, clay, cement and stucco..... | 74,748 | 23,639 |
| Coal..... | 340,703 | 179,564 |
| Coke..... | 957 | 151 |
| Merchandise..... | 140,264 | 82,016 |
| Other articles..... | 184 | 50 |
| Petroleum..... | 35,656 | 32,375 |
| Pig and bloom iron..... | 10,492 | 6,083 |
| Iron and steel rails..... | 25,701 | 18,553 |
| Total tons..... | 1,988,177 | 839,048 |

MILEAGE.

TRAIN MILEAGE.

| Trains. | Whole line. | In Illinois. |
|--|-------------|--------------|
| Passenger..... | 467,698 | 15,556 |
| Freight..... | 2,506,790 | 29,872 |
| Construction..... | 70,079 | |
| Switching: Passenger trains, 13,268 miles; freight trains, 650,115 miles..... | 663,383 | 176,321 |
| Total train mileage..... | 3,707,950 | 221,749 |

CAR MILEAGE. †

| Cars. | Whole line. | In Illinois. |
|----------------------------------|-------------|--------------|
| Passenger, mail and baggage..... | 1,607,141 | 38,461 |
| Freight..... | 70,970,236 | 1,812,351 |
| Total car mileage..... | 72,577,377 | 1,850,812 |
| Empty freight car mileage..... | 14,586,985 | 656,030 |

PASSENGER MILEAGE AND FREIGHT TONNAGE.

| Passenger mileage | Whole line. | In Illinois. | Freight tonnage. | Whole line. | In Illinois. |
|---------------------------------|-------------|--------------|-------------------------------|-------------|--------------|
| Through..... | 3,659,875 | 66,120 | Through..... | 421,429,188 | 5,364,447 |
| Local..... | 12,672,130 | 364,529 | Local..... | 224,794,310 | 5,470,081 |
| Total passenger mileage..... | 16,332,005 | 430,649 | Total freight tonnage..... | 646,223,498 | 10,834,528 |

INCOME.

MONTHLY TRANSPORTATION EARNINGS—WHOLE LINE.

| Months. | From pas- senger department. | From freight department. | Total. |
|---------------------|------------------------------------|--------------------------------|----------------|
| 1885, July | \$32,193 64 | \$163,249 95 | \$195,443 59 |
| " August | 58,588 39 | 217,906 50 | 256,494 89 |
| " September | 30,689 14 | 253,839 21 | 284,528 35 |
| " October | 30,142 11 | 264,105 49 | 294,247 60 |
| " November | 23,560 11 | 277,372 08 | 300,932 19 |
| " December | 22,769 07 | 337,981 42 | 360,750 49 |
| 1886, January | 16,438 83 | 270,700 22 | 287,139 05 |
| " February | 16,961 02 | 309,258 60 | 326,219 63 |
| " March | 22,775 96 | 311,157 71 | 333,933 67 |
| " April | 21,053 94 | 257,402 41 | 278,456 35 |
| " May | 21,053 15 | 235,039 20 | 256,092 35 |
| " June | 25,290 91 | 223,987 83 | 249,278 74 |
| Total | \$301,516 28 | \$3,122,000 62 | \$3,423,516 90 |

IN ILLINOIS.

| Months. | From pas- senger department. | From freight department. | Total. |
|---------------------|------------------------------------|--------------------------------|-------------|
| 1885, July | \$994 18 | \$3,644 11 | \$4,638 29 |
| " August | 955 41 | 4,633 02 | 5,588 43 |
| " September | 825 19 | 4,983 35 | 5,808 54 |
| " October | 915 93 | 5,691 54 | 6,607 47 |
| " November | 730 15 | 4,953 64 | 5,683 79 |
| " December | 639 87 | 6,712 22 | 7,352 09 |
| 1886, January | 454 83 | 5,516 58 | 5,971 41 |
| " February | 561 53 | 5,363 60 | 5,925 13 |
| " March | 729 85 | 5,782 90 | 6,512 75 |
| " April | 588 91 | 4,502 45 | 5,091 36 |
| " May | 666 13 | 3,932 46 | 4,598 59 |
| " June | 613 64 | 3,690 80 | 4,304 44 |
| Total | \$8,675 62 | \$59,406 67 | \$68,082 29 |

INCOME FROM OTHER SOURCES.

| Sources. | Whole line. | In Illinois. |
|-----------------------------|-------------|--------------|
| Miscellaneous sources | \$3,480 07 | \$125 49 |
| Total | \$3,480 07 | \$125 49 |

TOTAL INCOME FROM ALL SOURCES.

| Sources. | Whole line. | In Illinois. |
|-------------------------------------|----------------|--------------|
| From passenger department | \$301,516 28 | \$8,675 62 |
| From freight department | 3,122,000 62 | 59,406 67 |
| From other sources | 3,480 07 | 125 49 |
| Total income from all sources | \$3,426,996 97 | \$68,207 78 |

DEDUCTIONS MADE FROM TRANSPORTATION EARNINGS.

| Average Earnings. | Whole line. | In Illinois. |
|---|---------------|--------------|
| Average passenger department earnings per mile..... | \$576 49 | \$460 00 |
| Average passenger department earnings per train mile..... | 68 74 | 55 77 |
| Average freight department earnings per mile..... | 5,969 18 | 3,149 90 |
| Average freight department earnings per train mile..... | 1 24 | 1 99 |
| Average gross transportation earnings per mile..... | 6,545 67 | 3,609 90 |
| Average gross transportation earnings per train mile..... | 1 15 | 1 50 |
| Average net transportation earnings per mile..... | 2,639 33 | 1,110 51 |
| Average net transportation earnings per train mile..... | 35 86 | 43 90 |
| The ratio of passenger to freight earnings was..... | As100isto1035 | As100isto685 |

OPERATING EXPENSES AND TAXES.

| Items of Operating Expenses. | Whole line. | In Illinois. |
|---|----------------|--------------|
| Salaries general officers and clerks..... | \$46,535 87 | \$930 72 |
| Law expenses..... | 18,358 79 | 367 18 |
| Stationery and printing..... | 26,645 97 | 532 92 |
| Outside agencies and advertising..... | 115,987 57 | 2,319 75 |
| Contingencies..... | 81,798 78 | 1,635 97 |
| Repairs or renewals—bridges (including culverts and cattle-guards)..... | 34,415 31 | 688 31 |
| Repairs or renewals—buildings..... | 31,561 37 | 631 23 |
| Repairs or renewals—fences, road-crossings or signs..... | 14,048 83 | 280 98 |
| Renewals of rails..... | 3,310 78 | 66 22 |
| Renewals of ties..... | 56,673 15 | 1,133 46 |
| Repairs of roadway and track..... | 304,129 56 | 6,082 59 |
| Repairs of locomotives..... | 126,753 26 | 2,535 06 |
| Fuel for locomotives..... | 236,712 86 | 4,734 26 |
| Water supply..... | 22,760 11 | 455 20 |
| Oil and waste..... | 24,764 12 | 495 28 |
| Locomotive service..... | 256,922 49 | 5,138 45 |
| Repairs of passenger cars..... | 23,311 86 | 466 24 |
| Passenger train service..... | 21,519 50 | 430 39 |
| Passenger train supplies..... | 3,241 25 | 64 83 |
| Mileage of passenger cars (debit balance)..... | 334 86 | 6 70 |
| Repairs of freight cars..... | 169,324 18 | 3,386 48 |
| Freight train service..... | 151,736 99 | 3,094 74 |
| Freight train supplies..... | 5,188 11 | 103 76 |
| Mileage of freight cars (debit balance)..... | 73,110 95 | 1,462 20 |
| Telegraph expenses (maintenance and operating)..... | 63,620 80 | 1,272 42 |
| Damage and loss of freight and baggage..... | 6,087 10 | 121 74 |
| Damage to property and cattle..... | 983 85 | 18 68 |
| Personal injury..... | 5,912 89 | 118 26 |
| Agents and station service..... | 418,840 85 | 8,376 82 |
| Station supplies..... | 9,364 21 | 187 28 |
| Total operating expenses..... | \$2,356,906 22 | \$47,138 12 |
| Taxes..... | 115,719 80 | 15,462 82 |
| Total operating expenses and taxes..... | \$2,472,626 02 | \$62,600 94 |

Average operating expenses (less taxes) per mile, \$4,506.34.

Average operating expenses (less taxes) per train mile, 79 ²³/₁₀₀.

Proportion of operating expenses (less taxes) to earnings, 68.77 per cent.

EXPENSES IN ADDITION TO OPERATING EXPENSES AND TAXES.

| Paid for. | Whole line. |
|--------------------------------|-------------|
| Additional right of way..... | \$12,636 45 |
| Total additional expenses..... | \$12,636 45 |

GENERAL EXHIBIT.

NET INCOME, DIVIDENDS, BALANCES.

| | |
|---|----------------|
| Total income..... | \$3,426,996 97 |
| Operating expenses, less taxes..... | 2,356,906 22 |
| Excess of income over operating expenses..... | \$1,070,090 75 |
| Less taxes..... | 115,719 80 |
| Excess of income over operating expenses and taxes..... | \$954,370 95 |
| Rentals..... | 291,260 61 |
| Net income..... | \$663,110 34 |
| Balance for the year..... | \$663,110 34 |
| Balance (profit) last year..... | 45,048 64 |
| Balance (profit)..... | \$708,158 98 |
| Balance (profit) carried forward to next year..... | \$708,158 98 |
| CHARGES TO PROPERTY DURING THE YEAR. | |
| Construction— | |
| Right of way..... | \$12,636 45 |
| Total charges..... | \$12,636 45 |

GENERAL BALANCE SHEET.

| Assets. | | Liabilities. | |
|--|----------------|--|----------------|
| Construction account | \$12,636 45 | <i>Unfunded debt, as follows:</i> | |
| <i>Other investments, as follows:</i> | | Vouchers and accounts..... | \$286,409 99 |
| Disbursements on account of the indebtedness of the New York, Chicago and St. Louis Ry. Co. in excess of receipts from its assets..... | 325,617 14 | <i>Other liabilities:</i> | |
| <i>Cash items, as follows:</i> | | Due other companies and individuals..... | 264,195 50 |
| Cash..... | 642,395 46 | Value of supplies on hand Mar. 28, 1885..... | 111,698 60 |
| Due from agents, companies and others..... | 262,273 69 | Credit balance..... | 708,158 98 |
| <i>Cash assets, as follows:</i> | | | |
| Materials and supplies | 127,540 33 | | |
| Total assets..... | \$1,370,463 07 | Total liabilities | \$1,370,463 07 |

LOCAL EXHIBIT OF ILLINOIS BUSINESS.

INCOME, EXPENSES, BALANCES, ETC.

| | |
|--|-------------|
| Total income | \$68,207 78 |
| From points between stations within the State— | |
| From freights | \$5,089 11 |
| From passengers | 1,404 55 |
| From other sources..... | 1,360 71 |
| From terminal points within the State to local points, on business originating outside of the State— | |
| From freights..... | 33,439 18 |
| From passengers..... | 3,336 17 |
| From local points to terminal points within the State on business going out of the State— | |
| From freights..... | 20,878 38 |
| From passengers..... | 2,699 68 |
| Number of tons of local freight carried | 398,813 |
| Number of local passengers carried | 22,502 |
| Receipts per ton per mile on local freight carried | 0.495 cents |
| Cost per ton..... | 0.523 " |
| Receipts per passenger per mile on local passengers carried..... | 1.71 " |
| Cost per passenger per mile..... | 1.38 " |
| Total income | \$68,207 78 |
| Operating expenses (less taxes)..... | 47,138 12 |
| Taxes..... | 15,462 82 |
| Excess of income over operating expenses and taxes..... | 5,606 84 |
| Rentals actually paid..... | 5,825 21 |
| Net loss on Illinois business | 218.37 |

UNFUNDED DEBT IN DETAIL.

ON PROPERTY WITHIN THE STATE.

| On what Account. | Amount. |
|---|-------------|
| Vouchers and accounts (other than current) | \$5,564 94 |
| Other liabilities: Interest paid on same during year, none) | 5,133 31 |
| Total..... | \$10,698 25 |

ADDITIONAL INFORMATION.

The yearly compensation allowed this railway for transportation of mails is \$23,483.96.

The American Express Company does business on this road. On tonnage between Cleveland and Chicago it receives at the rate of six cents per ton per mile, and on tonnage between Cleveland and Buffalo \$200 per month.

The following fast freight lines operate on this road: 1. Lackawanna line. 2. Traders' Despatch. 3. Nickle Plate Line. 4. White Line Central Transit Co. 5. Merchants' Despatch Transportation Co. Nos. 1, 2, 3 and 4 are coöperative lines, owned by the companies over whose roads they run. No. 5 is a stock company, and receives the current rate of mileage on the cars and a commission on all freight secured for the railroad companies.

The Receiver is a party to a contract between railroad companies forming the Central Traffic Association.

The primary objects of the Association are: To make, publish and maintain and co-operate with other similar organizations, to make and maintain uniform and reasonable freight rates and passenger fares, to distribute competition, tonnage and passenger traffic, and the gross revenues derived therefrom, fairly among the parties hereto and their connecting lines, to reduce the expense of conducting said traffic, to prevent unjust discrimination between localities and individuals, and the evils and losses resulting from fluctuating and preferential charges for like and contemporaneous services.

Freight rates at pooling points, as a rule, are based upon the Chicago rate.

Business originating at any point on the line of this railway, and ending at any point on the line of the road, is local business.

Business originating on any connecting road west of Buffalo, and ending at any point on the line of this road, is local business.

Business originating at any point on the line of this road, and destined to any point off the line of this road west of Buffalo, is local business.

Business originating on the line of this road and consigned to any point on any road east of Buffalo, is through business.

Business originating off the line of this road on connecting roads, and consigned to any point on any road east of Buffalo, is through business.

Business originating east of Buffalo and ending at any station on this road, or destined to any station off the line of this road, *via* this road, is through business.

Business from Buffalo proper to Chicago proper, or from Chicago proper to Buffalo proper, is local business.

Business originating east of Buffalo and destined to Chicago proper, or beyond Chicago, is through business.

Business originating at Buffalo proper, and destined beyond Chicago, is through business.

Business originating at Chicago proper, or west of Chicago and destined to east of Buffalo, is through business.

Business originating west of Chicago, and destined to Buffalo proper, is through business.

This Company has one machine shop in Illinois, located at Stoney Island, involving an investment of about \$200,000, and employing 220 men. This shop possesses facilities for building and repairing engines and cars.

Work is done at these shops for the entire road, which includes the portion of it in other States, as well as that in Illinois. This road has no branches.

STATEMENT OF ACCIDENTS.

KILLED AND INJURED DURING THE YEAR.

| Description. | | | Whole line. | | In Illinois. | |
|--------------|--|--|-------------|----------|--------------|----------|
| | | | Killed. | Injured. | Killed. | Injured. |
| Passengers | | | 1 | 1 | | |
| Employees | | | 3 | 36 | 1 | 1 |
| Others | | | 7 | 6 | | |
| Total | | | 11 | 43 | 1 | 1 |

| No. | Name of person. | Occupation. | Cause of accident. | Date of accident. | Character of injury. |
|-----|------------------|----------------|--|-------------------|-----------------------------|
| 1 | Herman Swindeman | Unknown | Getting on train | July 2, 1885 | Leg cut off |
| 2 | Almon Skeels | Well digger | Walking on track | July 16 | Killed |
| 3 | Fred Cronewalt | Brakeman | Coupling cars | Aug. 7 | Finger crushed |
| 4 | John Conyers | Hostler | Fell between cars | Aug. 31 | Foot crushed |
| 5 | H. Barr | Conductor | Falling on track | Sept. 5 | Left leg crushed |
| 6 | M. Price | Child | Playing under cars | Sept. 7 | Killed |
| 7 | Thos. Monaghan | Boy | Found on track | " 9 | " |
| 8 | W. W. Wilber | Switchman | Coupling cars | " 11 | Finger crushed |
| 9 | John Vankusky | Boy | Falling from train | " 20 | Foot crushed and arm broken |
| 10 | Michael Ryan | Night watchman | Standing on track | " 26 | Head and breast bruised |
| 11 | Jacob Lose | Unknown | Throwing himself in front of approaching train | " 28 | Killed |
| 12 | Patrick McNamara | Boy | Falling between cars | Oct. 10 | " |
| 13 | Bert Kelley | Conductor | Getting on train | Oct. 10 | Leg cut off |
| 14 | Edward W. Baker | Farmer | Standing on track | " 17 | Killed |
| 15 | Matthew Smith | Switchman | Falling from train | Nov. 16 | " |
| 16 | Chas. Seaman | Butcher | Coupling cars | " 17 | Hand crushed |
| 17 | Cornelius Cronin | Brakeman | Walking on track | " 22 | Hip contused |
| 18 | S. Rosenthal | Butcher | Getting on train | " 22 | Shoulder broken |
| 19 | John McComb | Brakeman | Walking on track | " 22 | Leg crushed |
| 20 | Jacob Bontz | Tramp | Playing around cars | Dec. 16 | Arm and rib broken |
| 21 | Richard Martin | Child | Struck by bridge | " 19 | Leg crushed |
| 22 | J. D. Hughes | Brakeman | Coupling cars | " 22 | Head and side bruised |
| 23 | Peter Smith | " | " | " 28 | Finger crushed |
| 24 | W. Yarnham | " | " | 4, 1886 | Thumb crushed |
| 25 | S. R. Webb | Fireman | Slipping on ice | Jan. 8 | Bruised |

Passengers
Employees
Others

| No. | Name | Occupation | Accident | Month | Year | Result |
|-----|---------------------|---------------|----------------------------|-------|------|----------------------------------|
| 26 | W. A. St. George | Sectionman | Struck by snow-plow | Jan. | 1886 | Shoulder-blade broken; head cut. |
| 27 | John Teasol | Farmer | Walking on track | .. | .. | Killed |
| 28 | C. Cronin | Brakeman | Falling from cars | .. | .. | Leg broken. |
| 29 | Chas. Southwick | " | Struck by car | .. | .. | Legs bruised. |
| 30 | Frank E. Root | " | Thrown from car | .. | .. | Arm fractured, etc. |
| 31 | Daniel Reynolds | Car repairer | Trucks rolling on foot | Feb. | .. | Foot crushed. |
| 32 | J. C. Klumpp | Brakeman | Coupling cars | .. | .. | Hand crushed. |
| 33 | F. E. Bradley | " | Struck by telegraph pole | .. | .. | Bruised. |
| 34 | George Phelps | " | Coupling cars | .. | .. | Finger crushed. |
| 35 | D. Courtley | Switchman | Unknown | .. | .. | Killed |
| 36 | Fred Scholtz | Farmer | Walking on track | .. | .. | .. |
| 37 | James Armistage | Night foreman | Struck with bar | .. | .. | Confusion of scalp |
| 38 | V. R. Davis | Brakeman | Coupling cars | .. | .. | Arm crushed. |
| 39 | James Keenan | Box | Stealing ride, and falling | .. | .. | Bruised. |
| 40 | Fred Jansen | Truckman | Walking on track | Mar. | .. | Killed |
| 41 | L. L. Boscke | Brakeman | Coupling cars | .. | .. | Fingers crushed. |
| 42 | James Monaghan | Fireman | Jumping off of engine | May | .. | Shoulder dislocated. |
| 43 | James Conway | Truckman | Struck by pole | Mar. | .. | Bruised. |
| 44 | F. Brunswick | Switchman | Getting on engine | .. | .. | Knave-cap bruised. |
| 45 | Phil. Moore | Brakeman | Coupling cars | .. | .. | Hand injured. |
| 46 | James French | Saloon keeper | Getting off train | .. | .. | Shoulder-blade |
| 47 | Frank Rothlenbacher | Brakeman | Falling on glass | .. | .. | Leg broken. |
| 48 | Max Staab | " | Collision | Apr. | .. | Thigh cut. |
| 49 | Patrick McDonough | Fireman | Falling between cars | May | .. | Scalp wound. |
| 50 | Chas. Raynor | Conductor | Struck by train | .. | .. | Killed. |
| 51 | J. G. Cooper | Brakeman | Struck by bridge | .. | .. | Side bruised. |
| 52 | Lewis A. Allen | Unknown | Getting on train | .. | .. | Contusion. |
| 53 | John Wisniewsky | Unknown | Tie rolling on foot | .. | .. | Foot crushed. |
| 54 | Joseph Burrell | Brakeman | Coupling cars | June | .. | Arm bruised. |
| 55 | P. Ryan | Conductor | " | .. | .. | Hand bruised. |
| 56 | W. L. Gibson | " | " | .. | .. | " |

OHIO AND MISSISSIPPI RAILWAY.

ORGANIZATION AND CONSTRUCTION.

The original charter for the Ohio and Mississippi Railroad in Illinois was granted February 12, 1851; amended June 22, 1852, authorizing the Company to mortgage property and franchises and increase capital stock; amended February 11, 1853, to elect Vice-President; amended February 27, 1854, to extend tracks from Illinois town to Mississippi river, February 5, 1861, charter granted to the Ohio and Mississippi Railway Company power to purchase rights and franchises of the Ohio and Mississippi Railroad Company; amended March 30, 1869, authority to build branch to connect the road with bridge or ferry at East St. Louis, Illinois.

The Ohio and Mississippi Railroad Company was foreclosed by decree of the Circuit Court of the United States for the Southern District of Illinois, March, 1862.

The new Company was re-organized November 4, 1867. The Ohio and Mississippi Railway Company of Illinois was consolidated with the Ohio and Mississippi Railway Company of Indiana, by articles of consolidation dated November 21, 1867, and filed in the office of the Secretary of State of Illinois, December 28, 1867.

The Springfield and Pana Railroad was chartered February 16, 1867; amended April 16, 1869, and name changed to the Pana, Springfield and Northwestern Railroad—towns, cities and townships authorized to take stock; amended April 19, 1869, legalizing subscriptions of the city of Springfield, Sangamon county, Illinois.

The original charter of the Illinois Southeastern Railway is dated February 27, 1867; amended February 24, 1869, legalizing certain votes and subscriptions to Illinois Southeastern Railway, and authorizing townships in Wayne county to issue bonds, and authorizing Company to construct its road to any point on the Mississippi river not north of Rock Island or south of Quincy, and to build branch roads, and to erect telegraph lines.

The Pana, Springfield and Northwestern Railroad Company and the Illinois Southeastern Railway Company consolidated by agreement of consolidation, dated December 7, 1869, and name adopted of Springfield and Illinois Southeastern Railway Company.

The Springfield and Illinois Southeastern Railway was sold under decree of foreclosure of mortgage in Circuit Court of the United States for the Southern District of Illinois, September 15, 1874, and deed of conveyance made to M. H. Bloodgood, January 18, 1875; conveyance made from M. H. Bloodgood to F. Schuchart and John Bloodgood, February 18, 1875; conveyance from F. Schuchart and wife and John Bloodgood and wife, January 19, 1875, to Daniel Torrance and wife; conveyance by Daniel Torrance and wife to the Ohio and Mississippi Railway Company, January 30, 1875.

The road is now being operated by its owners; the receivership having terminated March 31, 1884.

OFFICERS.

| | |
|--|-------------------|
| President, W. W. Peabody | Cincinnati, Ohio. |
| General Solicitors, Ramsey, Maxwell & Mathews | Cincinnati, Ohio. |
| Secretary, W. M. Walton | New York. |
| Treasurer, Chas. S. Cone | Cincinnati, Ohio. |
| Auditor, Edward F. Cutter | Cincinnati, Ohio. |
| General Manager, W. W. Peabody | Cincinnati, Ohio. |
| General Superintendent, C. C. F. Rent | Cincinnati, Ohio. |
| Assistant Superintendent, C. M. Stanton | Springfield, Ill. |
| Manager of Traffic, C. B. Cole | Seymour, Ind. |
| Chief Engineer, W. B. Ruggles | Cincinnati, Ohio. |
| General Freight Agent, Wm. Duncan | St. Louis, Mo. |
| General Passenger Agent, W. B. Shattue | Cincinnati, Ohio. |
| Purchasing Agent, Geo. E. Atwood | Cincinnati, Ohio. |
| Superintendent of Telegraph, A. Hayward | Cincinnati, Ohio. |
| General Baggage Agent, W. I. Robinson | Cincinnati, Ohio. |
| Master Mechanics, F. A. Boatman, Vincennes, Ind.; J. W. Stokes | Pana, Ill. |
| General Road Master, W. B. Ruggles | Cincinnati, Ohio. |

General office at Cincinnati, Ohio.

Date of annual election, second Thursday in October.

DIRECTORS.

| | |
|-----------------------|-------------------|
| W. W. Peabody..... | Cincinnati, Ohio |
| Chas. A. Beecher..... | Cincinnati, Ohio |
| Robt. B. Minturn..... | New York |
| Robt. Garrett..... | Baltimore, Md. |
| Jas. H. Smith..... | New York |
| Edwards Whitaker..... | St. Louis, Mo. |
| E. W. Tracy..... | Springfield, Ill. |
| Geo. L. Morrison..... | New York |
| F. P. Dimpfel..... | New York |
| A. Gracie King..... | New York |
| Geo. C. Magoun..... | New York |
| Chas. R. Flint..... | New York |
| James Renwick..... | New York |

CAPITAL STOCK.

| | |
|---|-----------------|
| Amount of common stock..... | \$20,000,000 00 |
| Amount of preferred stock..... | 4,030,000 00 |
| Number of stockholders in Illinois..... | 8 |
| Number elsewhere..... | 641 |
| Amount of stock held in Illinois..... | 113,000 00 |
| Number of shares held in Illinois..... | 1,130 |

FUNDED DEBT IN DETAIL.

| Name of Bond. | When due. | Rate per cent. | Amount of bonds. |
|---|---------------|----------------|------------------|
| 1st mortgage consolidated sinking fund..... | Jan., 1898 | 7% | \$6,613,000 00 |
| 2d "..... | Apr. 1, 1911 | 7% | 3,761,000 00 |
| *Income and funded debt..... | Past due..... | | 174,000 00 |
| *2d mortgage West Division..... | | | 97,000 00 |
| 1st " Springfield Division..... | Sept. 1, 1905 | 7% | 2,009,000 00 |
| 1st general mortgage 5 % coupon..... | June 1, 1932 | 5% | 3,216,000 00 |
| Total..... | | | \$15,870,000 00 |
| Average bonded debt per mile for 616.2 miles..... | | | \$25,754 62 |

UNFUNDED DEBT IN DETAIL.

| On what account. | Amount. |
|---|----------------|
| Interest unpaid (coupons)..... | \$28,072 50 |
| Dividends unpaid..... | 3,326 67 |
| Vouchers and accounts (other than current)..... | 771,099 78 |
| Notes due, unpaid..... | 294,100 00 |
| Other liabilities..... | 63,804 44 |
| Total..... | \$1,070,403 39 |

TOTAL LIABILITIES.

COMMON AND PREFERRED STOCK AND FUNDED AND UNFUNDED DEBT.

| Stocks and bonds. | Total. \$ |
|--|-----------------|
| Common stock..... | \$20,000,000 00 |
| Preferred stock..... | 4,030,000 00 |
| Bonded debt..... | 15,870,000 00 |
| Floating debt..... | 1,070,403 39 |
| Aggregate..... | \$40,970,403 39 |
| Average per mile, for 616.2 miles..... | \$64,751 70 |

* Bonds have been purchased by trustees of 2d mortgage sinking fund, and, by agreement, draw no interest.

LENGTH OF TRACK.

| Main line. | Whole line, Miles. | Main line and branches, Miles. | In Illinois, Miles. | Main line and branches, in Illinois. |
|---|--------------------|--------------------------------|---------------------|--------------------------------------|
| From Cincinnati, O., to East St. Louis, Ill. | 338.05 | ..... | 146.63 | ..... |
| BRANCHES. | | | | |
| From Mt. Vernon, Ind., to Jeffersonville, Ind. | 53.34 | ..... | ..... | ..... |
| From Beardstown, Ill., to Shawneetown, Ill. | 224.86 | ..... | 224.86 | ..... |
| Total length of branches. | 278.20 | ..... | 224.86 | ..... |
| Main line and branches. | 616.25 | 616.25 | 371.49 | 371.49 |
| Sidings on main line. | 80.61 | ..... | 30.52 | ..... |
| Sidings on branches. | 31.97 | 112.58 | 24.17 | 54.69 |
| Aggregate length of all tracks. .... | ..... | 728.83 | ..... | 426.18 |

Proportion of road in Illinois, 58.47 per cent.

RAILS AND TIES.

| | |
|--|---------------|
| Iron— | |
| On road. | 152.43 miles. |
| Average weight per yard—48, 56, 60. | 50 pounds. |
| Steel— | |
| Average weight per yard—52, 60. | 56 pounds. |
| Re-laid during the year. | 22.45 miles. |
| Ties— | |
| Average number per mile. | 3,000 |
| Number laid during the year. | 206,088 |

BRIDGES.

| | | |
|------------------------------------|-----------|----------------------|
| Number of wooden in Illinois. | 3. | length, 362 feet. |
| Number of iron in Illinois. | 6. | length, 1,186 feet. |
| Number of piling in Illinois. | 241. | length, 38,311 feet. |
| Total. | 250. | length, 39,859 feet. |

BUILT DURING THE YEAR IN ILLINOIS.

| | |
|---------------------------|---------------------|
| Number of piling, 7. | length, 1,488 feet. |
|---------------------------|---------------------|

FENCING.

| Kinds of fence. | Whole line. | | In Illinois. | |
|----------------------|------------------|---------------|------------------|---------------|
| | Length in miles. | Cost per rod. | Length in miles. | Cost per rod. |
| Post and fence. | 430 | \$1.00 | 295 | \$1.00 |
| Wire. | 330 | .56 | 158 | .56 |
| Hedge. | 3 | 1.00 | 1½ | 1.00 |
| Total. | 763 | ..... | 454½ | ..... |

STATIONS.

| | |
|------------------------------|-----|
| Number in Illinois. | 91 |
| Number out of Illinois. | 69 |
| Total on whole line. | 160 |

EQUIPMENT.

| Description. | Whole line. | Total. |
|---------------------------------------|-------------|--------|
| Locomotives— | | |
| Passenger and freight | 125 | 125 |
| Passenger equipment— | | |
| Coaches..... | 18 | |
| Combination..... | 12 | |
| Parlor cars..... | 1 | |
| Officers' cars..... | 2 | |
| Pay car..... | 1 | |
| Express and baggage cars..... | 26 | |
| Mail cars..... | 5 | |
| | | 98 |
| Freight equipment— | | |
| Box cars..... | 2,079 | |
| Stock cars..... | 114 | |
| Caboose..... | 68 | |
| Flat and coal cars..... | 620 | |
| Other cars..... | 56 | |
| | | 2,967 |
| Total number cars of all classes..... | | 3,065 |

Platform and coupler used, Janney.

Brake used, Westinghouse and American Steam Brake

AVERAGE LIFE OF LOCOMOTIVES, CARS, RAILS, TIES, BRIDGES, ETC.

| Equipment and Superstructure. | Average life in years. |
|-------------------------------|------------------------|
| Locomotives— | |
| Passenger..... | 13 |
| Freight..... | 15 |
| Cars— | |
| Passenger..... | 15 |
| Baggage..... | 15 |
| Box..... | 10 |
| Stock..... | 8 |
| Coal..... | 8 |
| Flat..... | 8 |
| Rails— | |
| Iron..... | 5 |
| Steel..... | 10 |
| Joint fastenings..... | 8 |
| Frogs..... | 2 |
| Ties— | |
| Oak..... | 7 |
| Bridges— | |
| Wooden..... | 10 |
| Combination..... | 15 |
| Trestle..... | 9 |
| Piling..... | 9 |
| Telegraph poles— | |
| Cedar..... | 15 |
| Fence posts..... | 5 |

EMPLOYES.

NUMBER, CHARACTER OF SERVICE AND ANNUAL SALARIES OF EMPLOYES.

| Average No. em- ployed. | Officers and Employes. | Average yearly salary. | Aggregate yearly salary. |
|-------------------------------|--|------------------------------|--------------------------------|
| 15 | General officers..... | \$4,153 32 | \$62,299 80 |
| 2 | Division superintendents..... | 3,000 00 | 6,000 00 |
| 1 | Civil engineer..... | 1,800 00 | 1,800 00 |
| 1 | Master mechanic..... | 3,600 00 | 3,600 00 |
| 1 | Road master..... | 2,500 00 | 2,500 00 |
| 200 | Clerks..... | 570 00 | 114,000 00 |
| 61 | Machinists..... | 529 00 | 32,269 00 |
| 24 | Passenger conductors..... | 1,380 00 | 33,120 00 |
| 50 | Freight conductors..... | 850 00 | 42,500 00 |
| 35 | Passenger engineers..... | 1,200 00 | 42,000 00 |
| 120 | Freight engineers..... | 1,000 00 | 120,000 00 |
| 135 | Firemen..... | 580 00 | 78,300 00 |
| 93 | Wipers..... | 490 00 | 45,570 00 |
| 35 | Baggagemen..... | 660 00 | 23,100 00 |
| 150 | Brakemen..... | 450 00 | 67,500 00 |
| 70 | Station agents not telegraph operators..... | 600 00 | 42,000 00 |
| 55 | Station agents also telegraph operators..... | 500 00 | 27,500 00 |
| 60 | Telegraph operators not station agents..... | 630 00 | 37,800 00 |
| 150 | Carpenters..... | 760 00 | 114,000 00 |
| 120 | Section foremen..... | 500 00 | 60,000 00 |
| 690 | Sectionmen..... | 350 00 | 241,000 00 |
| 185 | Laborers..... | 375 00 | 69,375 00 |
| 12 | Flagmen..... | 360 00 | 4,320 00 |
| 100 | Switchmen and watchmen..... | 520 00 | 52,000 00 |
| 55 | Bridge tenders and pumpers..... | 500 00 | 27,500 00 |
| 550 | Other employes..... | 100 00 | 220,000 00 |
| 2,970 | Total..... | | \$1,570,553 80 |

Of these employes, 1,704 are employed in Illinois, and their aggregate annual salary is \$910,921.20.

TRAFFIC.

PASSENGERS AND FREIGHT CARRIED.

Whole line.

| | |
|---|----------------------------------|
| Through passengers..... | 118,074 |
| Local passengers..... | 928,801 |
| Total passengers carried..... | 1,046,875 |
| Number of passengers carried one mile..... | 57,414,868 |
| Average number of miles traveled by each passenger..... | 51 ⁷ / ₁₀₀ |
| Average receipts per passenger per mile..... | 2.071 cents. |
| Total tons freight carried..... | 1,586,550 |
| Average tons of freight carried one mile..... | 318,980,895 |
| Average receipt per ton freight per mile..... | 0.638+ cents. |

FREIGHT CLASSIFIED.

Whole line
tons

| | |
|---|-----------|
| Corn, wheat, rye, oats, barley and flour..... | 100,496 |
| Provisions..... | 15,376 |
| Agricultural implements, furniture, wagons and other manufactured articles..... | 99,218 |
| Lumber and other forest products..... | 94,200 |
| Horses, mules, cattle, hogs and sheep..... | 67,462 |
| Iron, lead and other mineral products..... | 231,481 |
| Stone, brick, sand, lime, clay, cement and stucco..... | 74,728 |
| Coal and coke..... | 332,725 |
| Merchandise..... | 212,082 |
| Other articles..... | 28,788 |
| Total tons..... | 1,586,550 |

MILEAGE.

TRAIN MILEAGE.

| Trains. | Whole line. | In Illinois. |
|--------------------------|-------------|--------------|
| Passenger | 1,347,355 | 663,677 |
| Freight..... | 1,769,763 | 808,668 |
| Construction..... | 40,110 | 23,200 |
| Total train mileage..... | 3,148,228 | 1,435,545 |

CAR MILEAGE.

| Cars. | Whole line. | In Illinois. |
|----------------------------------|-------------|--------------|
| Passenger, mail and baggage..... | 6,729,003 | 3,000,501 |
| Freight..... | 36,694,834 | 15,391,500 |
| Total car mileage..... | | |
| Empty freight car mileage..... | 9,176,259 | 3,504,900 |

PASSENGER MILEAGE AND FREIGHT TONNAGE.

| Passenger Mileage. | Whole line | Freight Tonnage. | Whole line |
|------------------------------|------------|----------------------------|-------------|
| Total passenger mileage..... | 57,444,868 | Total freight tonnage..... | 318,980,893 |

INCOME.

MONTHLY TRANSPORTATION EARNINGS—WHOLE LINE.

| Months. | From passenger department. | From freight department. | Total. |
|--------------------|----------------------------------|--------------------------------|----------------|
| 1885, July..... | \$126,855 16 | \$154,944 29 | \$281,799 45 |
| " August..... | 129,242 11 | 205,070 52 | 334,312 63 |
| " September..... | 143,986 58 | 200,632 01 | 344,618 59 |
| " October..... | 150,265 42 | 215,337 20 | 365,602 62 |
| " November..... | 108,540 64 | 193,420 44 | 301,961 08 |
| " December..... | 117,808 67 | 195,095 89 | 312,904 56 |
| 1886, January..... | 98,828 35 | 175,351 93 | 274,180 28 |
| " February..... | 97,711 92 | 176,717 35 | 274,429 27 |
| " March..... | 125,433 49 | 180,325 85 | 305,759 34 |
| " April..... | 110,723 24 | 159,475 14 | 270,198 38 |
| " May..... | 115,865 60 | 182,168 88 | 298,034 48 |
| " June..... | 119,403 06 | 188,715 80 | 308,118 86 |
| Total..... | \$1,414,664 24 | \$2,227,255 30 | \$3,641,919 54 |

IN ILLINOIS—APPROXIMATELY.

| Months. | From pas- senger department. | From freight department. | Total. |
|--------------------|------------------------------------|--------------------------------|----------------|
| 1885, July..... | \$51,491 55 | \$68,064 05 | \$122,555 60 |
| " August..... | 57,605 98 | 89,350 43 | 146,956 41 |
| " September..... | 63,597 79 | 86,833 40 | 150,431 19 |
| " October..... | 64,753 70 | 92,191 53 | 156,945 23 |
| " November..... | 47,125 76 | 83,440 45 | 130,566 21 |
| " December..... | 51,848 00 | 85,274 84 | 137,122 84 |
| 1886, January..... | 43,496 91 | 75,178 17 | 118,675 08 |
| " February..... | 42,695 16 | 76,890 38 | 119,585 54 |
| " March..... | 53,733 93 | 80,411 26 | 134,145 19 |
| " April..... | 47,007 05 | 68,929 61 | 115,936 66 |
| " May..... | 49,603 81 | 79,735 98 | 129,429 79 |
| " June..... | 50,466 45 | 82,603 46 | 133,069 91 |
| Total..... | \$626,516 09 | \$968,903 56 | \$1,595,419 65 |

TOTAL INCOME FROM ALL SOURCES.

| Sources. | Whole line. | In Illinois. |
|--|----------------|----------------|
| From passenger and freight department..... | \$3,671,919 54 | \$1,595,419 65 |
| Total income from all sources..... | \$3,671,919 54 | \$1,595,419 65 |

DEDUCTIONS MADE FROM TRANSPORTATION EARNINGS.

| Average Earnings. | Whole line | In Illinois— Approximate. |
|---|-------------------|------------------------------|
| Average passenger department earnings per mile..... | \$2.344 47+ | \$1.686 76+ |
| train mile..... | 1 07+ | 1 03+ |
| Average freight department earnings per mile..... | 3.614 50 | 2.608 18+ |
| train mile..... | 1 26 | 1 19+ |
| Average gross transportation earnings per mile..... | 5.958 97+ | 4.294 94 |
| train mile..... | 1 18+ | 1 13 |
| Average net transportation earnings per mile..... | 1.917 50 | ..... |
| train mile..... | 38+ | ..... |
| The ratio of passenger to freight earnings was..... | As 100 is to 151+ | As 100 is to 154+ |

OPERATING EXPENSES AND TAXES.

| Items of Operating Expenses. | Whole line. | In Illinois. |
|---|--------------|--------------|
| Salaries general officers and clerks..... | \$109,504 96 | ..... |
| Law expenses..... | 21,489 56 | ..... |
| Stationery and printing..... | 25,458 80 | ..... |
| Outside agencies and advertising..... | 103,174 52 | ..... |
| Contingencies..... | 210,800 57 | ..... |
| Repairs or renewals—bridges (including culverts and cattle-guards)..... | 90,576 53 | ..... |
| Repairs or renewals—buildings..... | 53,171 79 | ..... |
| Repairs or renewals—fences, road-crossings or signs..... | 15,885 75 | ..... |
| Renewals of rails..... | 61,225 96 | ..... |
| Renewals of ties..... | 58,842 35 | ..... |
| Repairs of roadway and track..... | 280,746 18 | ..... |
| Repairs of locomotives..... | 117,825 18 | ..... |
| Fuel for locomotives..... | 169,126 68 | ..... |
| Water supply..... | 51,507 91 | ..... |
| Oil and waste..... | 30,836 40 | ..... |
| Locomotive service..... | 269,179 37 | ..... |
| Repairs of passenger cars..... | 73,917 88 | ..... |

Operating Expenses and Taxes—Continued.

| Items of Operating Expenses. | Whole line. In Illinois. | |
|---|--------------------------|----|
| Passenger train service..... | \$48,764 | 61 |
| Passenger train supplies..... | 9,102 | 90 |
| Mileage of passenger cars (debit balance)..... | 32,842 | 42 |
| Repairs of freight cars..... | 97,966 | 94 |
| Freight train service..... | 117,803 | 86 |
| Freight train supplies..... | 6,523 | 57 |
| Mileage of freight cars (debit balance)..... | 71,885 | 31 |
| Telegraph expenses (maintenance and operating)..... | 30,818 | 34 |
| Damage and loss of freight and baggage..... | 14,635 | 36 |
| Damage to property and cattle..... | 14,956 | 80 |
| Personal injury..... | 15,271 | 96 |
| Agents and station service..... | 279,358 | 14 |
| Station supplies..... | 6,985 | 31 |
| Total operating expenses..... | \$2,490,555 | 91 |
| Taxes..... | 107,152 | 48 |
| Total operating expenses and taxes..... | \$2,597,708 | 39 |
| | \$1,117,014 | 60 |
| | 67,471 | 21 |
| | \$1,184,485 | 81 |

Average operating expenses (less taxes) per mile, 616.2 cts.

Average operating expenses (less taxes) per train mile, 80 + cts.

Proportion of operating expenses (less taxes) to earnings, 67⁸⁰/₁₀₀ per cent.

EXPENSES IN ADDITION TO OPERATING EXPENSES AND TAXES.

| Paid for. | Whole line. |
|---|----------------|
| Additional equipment—real estate..... | \$35,884 89 |
| Bonds for sinking fund and premium on same..... | 26,760 00 |
| Interest— | |
| On funded debt..... | 1,026,415 11 |
| On unfunded debt..... | 14,612 70 |
| Paid sundry old claims against Receiver..... | 7,225 38 |
| Total additional expenses..... | \$1,110,898 08 |

GENERAL EXHIBIT.

NET INCOME, DIVIDENDS, BALANCES.

| | | |
|--|-------------|----|
| Total income..... | \$3,671,919 | 54 |
| Operating expenses, less taxes..... | 2,490,555 | 91 |
| Excess of income over operating expenses..... | \$1,181,363 | 63 |
| Less taxes..... | 107,152 | 48 |
| Excess of income over operating expenses and taxes..... | \$1,074,211 | 15 |
| Interest on funded debt..... | \$1,026,415 | 11 |
| Interest on unfunded debt..... | 14,612 | 70 |
| Account Receiver..... | 7,225 | 38 |
| | 1,048,253 | 19 |
| Balance for the year (surplus)..... | \$25,957 | 96 |
| Balance (loss) last year..... | 6,649,569 | 14 |
| Balance (loss)..... | \$6,623,611 | 18 |
| Add premium on bonds purchased for sinking fund..... | 2,760 | 00 |
| Total..... | \$6,626,371 | 18 |
| Less adjustment of old account..... | \$14,600 | 27 |
| Item of taxes included last year since charged expenses..... | 31,772 | 58 |
| | 46,372 | 85 |
| Balance (loss) carried forward to next year..... | \$6,579,998 | 33 |

CHARGES AND CREDITS TO PROPERTY DURING THE YEAR.

| Dr. | | Cr. | |
|--|-------------|---|------------|
| Construction and equipment: Rebuilding engines and applying Westinghouse brakes..... | \$41,250 64 | Property sold or reduced in value: Land sold to Pennsylvania Co. at Jeffersonville, Ind..... | \$6,500 00 |
| Sundry small purchases of real estate..... | 1,134 25 | | |
| Total charges..... | \$42,384 89 | | |
| Total credits..... | 6,500 00 | | |
| Net additions..... | \$35,884 89 | Total credits..... | \$6,500 00 |

GENERAL BALANCE SHEET.

| Assets. | | Liabilities. | |
|---|-----------------|--|-----------------|
| Construction account..... | \$29,970,342 05 | Capital stock..... | \$24,030,000 00 |
| Equipment account..... | 1,865,718 86 | Funded debt..... | 15,870,000 00 |
| <i>Other investments, as follows:</i> | | <i>Unfunded debt, as follows:</i> | |
| Real estate..... | 1,788,669 01 | Interest unpaid..... | 28,072 50 |
| <i>Cash items, as follows:</i> | | Dividends unpaid..... | 3,326 67 |
| Cash..... | 18,511 03 | Notes payable..... | 204,100 00 |
| Sundry balances..... | 69,810 84 | Vouchers and accounts, other liabilities..... | 834,904 22 |
| Due from agents and com- panies..... | 300,892 10 | | |
| <i>Cash assets, as follows:</i> | | | |
| Materials and supplies..... | 104,000 76 | | |
| Sinking fund..... | 272,460 41 | | |
| Profit and loss..... | 6,579,998 33 | | |
| Total assets..... | \$40,970,403 39 | Total liabilities..... | \$40,970,403 39 |

FUNDED DEBT IN DETAIL.

All of our mortgage debt is partly secured by Illinois property.

ADDITIONAL INFORMATION.

This road has a contract with the United States Government for the transportation of mails, for which it receives as follows: Compensation for main line Louisville Division, \$138,397.18 per year; compensation for Springfield Division, \$12,926.98 per year.

The Baltimore and Ohio Express Company does business on this road, paying 50 per cent. of earnings therefor.

The sleeping, dining and chair cars run on this road are the same as per last report, with same charges.

No freight or transportation companies have any preferences in order of transportation.

This Company has pooling arrangements with the following lines respecting freights: Peoria, Decatur and Evansville Railway; Chicago and Ohio River Railroad; Louisville and Nashville Railroad; Illinois Central Railroad; Chicago and Alton Railroad; Wabash, St. Louis and Pacific Railway.

These contracts operate at the following points in Illinois: Olney, Virginia, O'Fallon, Springfield, Ashland, Odin, Sandoval and Taylorville.

The policy which dictates and renders necessary such arrangement is to avoid ruinous competition and to protect shippers by making rates regular and stable.

We have one machine shop in Illinois, located at Pana, employing about sixty-five men; investment, \$17,800. The work done consists of ordinary running repairs.

Work is done for entire line, but expenses divided as between main line and Springfield Division on the basis of cars handled on each Division.

STATEMENT OF ACCIDENTS.

KILLED AND INJURED DURING THE YEAR.

| Description. | Whole line. | | In Illinois. | |
|-----------------|-------------|----------|--------------|----------|
| | Killed. | Injured. | Killed. | Injured. |
| Passengers..... | 1 | 3 | ..... | 1 |
| Employees..... | 4 | 19 | ..... | 10 |
| Others..... | 17 | 11 | ..... | 3 |
| Total..... | 22 | 33 | 5 | 14 |

| No. | Name of person. | Occupation. | Cause of accident. | Date of accident. | Character of injury. |
|-----|-----------------|--------------|-------------------------------|-------------------|-------------------------|
| 1 | M. Addudel | Brakeman | Coupling | July 6, 1885 | Hand cut |
| 2 | C. Howell | Tramp | Trying to get on moving train | Aug. 7 | Foot mashed |
| 3 | Jno. Kinsall | Switchman | Carelessness | Sept. 25 | Hand hurt |
| 4 | W. Gilman | Brakeman | Coupling on trestle | Nov. 27 | Finger cut off |
| 5 | W. Kehoe | Walking | Walking on trestle | Dec. 15 | Head cut, badly bruised |
| 6 | J. V. Gregg | Brakeman | Broken rail | Dec. 15 | Slightly hurt |
| 7 | J. Jones | Passenger | " | " 15 | " |
| 8 | Gav | Fireman | Carelessness | Jan. 12, 1886 | Arm broken |
| 9 | Has. Hall | Switchman | " | Jan. 29 | Foot mashed |
| 10 | Ferd. Hess | Switchman | " | Feb. 2 | Killed |
| 11 | James And | Brakeman | " | " 22 | Badly hurt |
| 12 | G. A. Childers | Switchman | " | " 24 | Killed |
| 13 | E. Zentmeyer | Sectionman | " | April 26 | Ankle hurt |
| 14 | R. Church | Sectionman | " | May 3 | Leg broken |
| 15 | Jno. Cramer | Switchman | " | June 10 | Killed |
| 16 | J. E. Green | Switchman | Deaf | " 10 | " |
| 17 | Thos. King | Carelessness | Carelessness | Mar. 10 | " |
| 18 | M. Collins | " | " | Oct. 20, 1885 | Not hurt much |
| 19 | J. Ewelet | " | " | " | " |

PENNSYLVANIA COMPANY—OPERATING THE PITTSBURGH, FT. WAYNE AND CHICAGO RAILWAY.

ORGANIZATION AND CONSTRUCTION.

The Pittsburgh, Fort Wayne and Chicago Railway Company owns a line extending from Pittsburgh, Pa., to Chicago, Ill., which it has leased for a space of 999 years from June 7, 1869, to the Pennsylvania Company, by which Company the road is operated and the entire property controlled. The President of the lessor Company is Louis H. Meyer, New York, and the Secretary, John J. Haley, Pittsburgh. The office of the President and Executive Committee is at 19 and 21 Nassau street, New York.

For all information, except as to the operations of the road, reference is made by the operating Company to the report of the leased line.

OFFICERS.

| | |
|---|-------------------|
| President, Geo. B. Roberts..... | Philadelphia, Pa. |
| 1st Vice-President, J. N. McCullough..... | Pittsburgh, Pa. |
| 2d Vice-President, Wm. Thaw..... | Pittsburgh, Pa. |
| 3d Vice-President and Comptroller, Thomas D. Messler..... | Pittsburgh, Pa. |
| Assistant Comptroller, John W. Renner..... | Pittsburgh, Pa. |
| General Counsel, J. T. Brooks..... | Pittsburgh, Pa. |
| Secretary, S. B. Liggett..... | Pittsburgh, Pa. |
| Assistant Secretary, S. W. White..... | Philadelphia, Pa. |
| Treasurer, Jno. E. Davidson..... | Pittsburgh, Pa. |
| Auditor of Freight Receipts, A. McElevy..... | Pittsburgh, Pa. |
| Auditor of Passenger Receipts, J. P. Farley..... | Pittsburgh, Pa. |
| Auditor of Disbursements, Jas. Instan..... | Pittsburgh, Pa. |
| General Manager, Jas. McCrea..... | Pittsburgh, Pa. |
| Manager, Wm. A. Baldwin..... | Pittsburgh, Pa. |
| Division Superintendent, East Division, A. B. Starr..... | Allegheny, Pa. |
| Division Superintendent, West Division, C. D. Law..... | Ft. Wayne, Ind. |
| Chief Engineer, F. Slataper..... | Pittsburgh, Pa. |
| Superintendent of Motive Power, Jos. Wood..... | Ft. Wayne, Ind. |
| General Freight Agent, Wm. Stewart..... | Pittsburgh, Pa. |
| General Passenger and Ticket Agent, E. A. Ford..... | Pittsburgh, Pa. |
| Purchasing Agent, Wm. Mullins..... | Pittsburgh, Pa. |
| Superintendent of Telegraph, H. W. Wyncoop..... | Mansfield, O. |
| General Baggage Agent, R. R. Bentley..... | Pittsburgh, Pa. |
| Master Mechanic, Geo. J. Parkin..... | Allegheny, Pa. |
| Master Mechanic, F. D. Cassanave..... | Ft. Wayne, Ind. |
| General office at Pittsburgh, Pa. | |

DIRECTORS.

| | |
|------------------------|-------------------|
| George B. Roberts..... | Philadelphia, Pa. |
| J. N. McCullough..... | Pittsburgh, Pa. |
| Wm. Thaw..... | Pittsburgh, Pa. |
| Thomas D. Messler..... | Pittsburgh, Pa. |
| Henry H. Houston..... | Philadelphia, Pa. |
| Wistar Morris..... | Philadelphia, Pa. |
| Edmond Smith..... | Philadelphia, Pa. |
| Henry D. Welsh..... | Philadelphia, Pa. |
| J. N. DuBarry..... | Philadelphia, Pa. |
| J. P. Wetherill..... | Philadelphia, Pa. |
| A. J. Cassatt..... | Philadelphia, Pa. |
| J. P. Green..... | Philadelphia, Pa. |
| W. H. Barnes..... | Philadelphia, Pa. |

Date of annual election, first Tuesday in June.

LENGTH OF TRACK.

| Main line. | Whole line miles. | Main line and branches, miles. | In Illinois, miles. | Main line and branches, in Illinois. |
|--|----------------------|---|------------------------|---|
| From Pittsburgh, Pa., to Chicago, Ill..... | 468.32 | 468.32 | 14.75 | 14.75 |

BRANCHES.

| | | | | |
|---------------------------------------|--------|--------|-------|-------|
| From South Chicago to Cummings, Ill.. | 1.67 | 1.67 | 1.67 | 1.67 |
| Main line and branches | 469.99 | 469.99 | 16.42 | 16.42 |
| Double track on main line..... | 90.45 | | 12.88 | |
| Sidings on main line..... | 216.59 | | 37.31 | |
| Aggregate length of all tracks..... | 777.63 | | 66.61 | |

Proportion of road in Illinois, .0315 per cent.

RAILS AND TIES.

| | | |
|-------------------------------------|--|-------------------|
| Iron— | | |
| On road, sidings..... | | 101.89 miles |
| Average weight per yard..... | | 60 pounds |
| Steel— | | |
| On road, main line and sidings..... | | 675.61 miles. |
| Average weight per yard | | 60 and 67 pounds. |
| Lie-laid during the year..... | | 41.48 miles |
| Ties— | | |
| Average number per mile | | 2,800 |
| Number laid during the year..... | | 125,407 |

BRIDGES.

| | | |
|-----------------------------------|--------|---------------------|
| Number of iron in Illinois..... | 2..... | length, 379.6 feet. |
| Number of piling in Illinois..... | 1..... | length, 130 feet. |
| Total..... | 3..... | length, 509.6 feet. |

FENCING.

| | Whole line. | | In Illinois. | |
|----------------------------|---------------------|--------------|---------------------|--------------|
| | Length in miles. | Cost per rod | Length in miles. | Cost per rod |
| Post and board | 409 | \$1 00 | | |
| Wire, | 337 | 70 | 9 | \$0 70 |
| Total | 746 | | 9 | |
| Built during the year..... | 68 | | 8 | |

STATIONS.

| | |
|-----------------------------|-----|
| Number in Illinois..... | 11 |
| Number out of Illinois..... | 102 |
| Total on whole line..... | 113 |

EQUIPMENT.

| Description. | Whole line. | Total |
|---------------------------------------|-------------|-------|
| Locomotives: | | |
| Passenger..... | 53 | |
| Freight..... | 252 | |
| | | 305 |
| Passenger equipment: | | |
| Coaches..... | 152 | |
| Market cars..... | 5 | |
| Baggage cars..... | 54 | |
| Mail cars..... | 5 | |
| | | 216 |
| Freight equipment: | | |
| Box cars..... | 4,078 | |
| Stock cars..... | 1,742 | |
| Caboose..... | 162 | |
| Flat and coal cars, gondola..... | 3,435 | |
| Other cars, tool..... | 6 | |
| | | 9,423 |
| Total number cars of all classes..... | | 9,639 |

Platform and coupler used, Janney.

Brake used, Westinghouse Automatic.

AVERAGE LIFE OF LOCOMOTIVES, CARS, RAILS, TIES, BRIDGES, ETC.

| Equipment and Superstructure. | Average life, in years |
|-------------------------------|------------------------|
| Locomotives— | |
| Passenger..... | 9 |
| Freight..... | 9 |
| Cars— | |
| Passenger..... | 9 |
| Baggage..... | 12 |
| Box..... | 7 |
| Stock..... | 4 |
| Coal and flat—gondola..... | 5 |
| Rails— | |
| Steel..... | 9 |
| Joint fastenings..... | 11 |
| Frogs..... | 4 |
| Ties— | |
| Oak..... | 7 |
| Bridges— | |
| Iron..... | 26 |
| Trestles..... | 8 |
| Piling..... | 8 |
| Telegraph poles— | |
| Cedar..... | 15 |
| Other..... | 5 |
| Fence posts..... | 8 |

EMPLOYEES.

NUMBER, CHARACTER OF SERVICE, AND ANNUAL SALARIES OF EMPLOYEES.

| Average No. employed. | Officers and Employés. | Average yearly salary. | Aggregate yearly salary. |
|-----------------------|--|------------------------|--------------------------|
| 13 | General officers..... | \$2,539 39 | \$31,012 08 |
| 2 | Division Superintendents..... | 3,600 00 | 7,200 00 |
| 4 | Civil engineers..... | 1,862 49 | 7,449 96 |
| 3 | Master mechanics..... | 2,540 00 | 7,620 00 |
| 2 | Road masters..... | 2,175 00 | 4,350 00 |
| 337 | Clerks..... | 658 53 | 221,925 88 |
| 180 | Machinists..... | 780 80 | 140,544 74 |
| 45 | Passenger conductors..... | 1,152 16 | 51,847 53 |
| 162 | Freight conductors..... | 729 82 | 118,232 00 |
| 4 | Passenger and freight engineers..... | 1,075 78 | 350,706 24 |
| 310 | Firemen..... | 564 13 | 191,804 76 |
| 62 | Wipers..... | 419 11 | 25,984 52 |
| 54 | Baggagemen..... | 670 55 | 36,209 52 |
| 498 | Brakemen..... | 568 97 | 283,350 64 |
| 99 | Station agents not telegraph operators..... | 777 89 | 77,011 60 |
| 28 | Station agents also telegraph operators..... | 686 83 | 19,231 32 |
| 161 | Telegraph operators not station agents..... | 575 72 | 92,690 98 |
| 108 | Carpenters..... | 612 08 | 66,105 15 |
| 132 | Section foremen..... | 550 68 | 72,690 75 |
| 1,126 | Sectionmen..... | 324 12 | 364,960 48 |
| 696 | Laborers..... | 400 63 | 278,838 20 |
| 251 | Flagmen, switchmen and watchmen..... | 457 12 | 114,737 83 |
| 43 | Bridge tenders and pumpers..... | 442 32 | 19,019 58 |
| 1,666 | Other employes..... | 599 06 | 998,039 9 |
| 6,338 | Total..... | | \$3,583,563 74 |

Of these employees, 1,039 are employed in Illinois, and their aggregate annual salary is \$551,107.77.

TRAFFIC.

PASSENGERS AND FREIGHT CARRIED.

| | Whole line. | In Illinois. |
|--|-------------|--------------|
| Through passengers..... | 164,128 | 5,170 |
| Local passengers..... | 3,122,314 | 98,353 |
| Total passengers carried..... | 3,286,442 | 103,523 |
| Number of passengers carried one mile..... | 112,889,073 | |
| Average number cars in passenger train..... | 6 | |
| Average number miles traveled by each passenger..... | 34.35 | |
| Average receipts per passenger per mile..... | .01 898 | |
| Average cost per passenger per mile..... | .01 229 | |
| Through freight, in tons..... | 1,407,011 | 44,321 |
| Local freight, in tons..... | 3,530,603 | 111,214 |
| Total tons freight carried..... | 4,937,614 | 155,535 |
| Average tons of freight carried one mile..... | 890,939,623 | |
| Average number of cars in freight train..... | 20 | |
| Average number tons of freight per train..... | 188.2 | |
| Average number tons of freight per car..... | 11.1 | |
| Average receipt per ton freight per mile..... | .00 636 | |
| Proportion freight carried in Illinois..... | | .0315 % |

FREIGHT CLASSIFIED.

| | Whole line, Tons. | In Illinois, Tons. |
|--|----------------------|-----------------------|
| Corn, wheat, rye, oats and barley..... | 232,341 | 7,318 |
| Other agricultural implements..... | 217,717 | 6,858 |
| Flour..... | 105,800 | 3,333 |
| Provisions..... | 202,113 | 6,366 |
| Petroleum..... | 66,125 | 2,083 |
| Agricultural implements, furniture, wagons and other manufac- tured articles..... | 678,869 | 21,384 |
| Lumber..... | 239,851 | 8,500 |
| Other forest products..... | 17,529 | 552 |
| Stock..... | 197,673 | 6,227 |
| Ore..... | 394,960 | ..... |
| Stone, brick, sand, lime, clay, cement and stucco..... | 370,688 | 11,677 |
| Coal..... | 861,927 | 27,150 |
| Coke..... | 518,583 | 16,335 |
| Merchandise..... | 151,342 | 4,767 |
| Pig and bloom iron..... | 222,369 | 7,005 |
| Iron and steel rails..... | 85,755 | 2,701 |
| Other iron and castings..... | 142,313 | 4,483 |
| Miscellaneous..... | 201,659 | 6,352 |
| Total tons..... | 4,937,614 | 143,091 |

MILEAGE.

TRAIN MILEAGE.

| Trains. | Whole line. | In Illinois. |
|---|-------------|--------------|
| Passenger..... | 2,080,804 | 65,545 |
| Freight and mixed..... | 4,734,679 | 149,142 |
| Construction..... | 162,228 | 5,110 |
| Switching: Passenger trains, 119,127 miles; freight trains, 1,934,- 364 miles..... | 2,053,491 | 64,685 |
| Total train mileage..... | 9,031,202 | 284,482 |

CAR MILEAGE.

| Cars. | Whole line. | In Illinois. |
|----------------------------------|-------------|--------------|
| Passenger, mail and baggage..... | 12,006,900 | 378,217 |
| Freight..... | 102,331,696 | 3,223,448 |
| Caboose..... | 3,174,839 | 100,007 |
| Total car mileage..... | 117,513,435 | 3,701,672 |
| Empty freight car mileage..... | 21,875,387 | 689,074 |

PASSENGER MILEAGE AND FREIGHT TONNAGE.

| Passenger mileage. | Whole line. | In Illinois. | Freight tonnage. | Whole line. | In Illinois. |
|-------------------------|-------------|--------------|-------------------------|-------------|--------------|
| Through..... | 61,481,628 | 1,936,766 | Through..... | 559,578,831 | 17,626,733 |
| Local..... | 51,191,445 | 1,619,240 | Local..... | 331,369,792 | 10,437,865 |
| Total pass. mil'ge..... | 112,889,073 | 3,556,006 | Total fr'ht ton'ge..... | 890,939,623 | 28,064,598 |

INCOME.

MONTHLY TRANSPORTATION EARNINGS—WHOLE LINE.

| Months. | From passenger department. | From freight department. | Total. |
|---------------------|----------------------------------|--------------------------------|----------------|
| 1885, July | \$217,511 09 | \$333,280 42 | \$610,791 51 |
| " August | 218,606 61 | 401,488 96 | 620,095 57 |
| " September | 211,402 42 | 454,915 99 | 666,318 41 |
| " October | 242,938 28 | 507,262 43 | 750,200 71 |
| " November | 198,526 80 | 465,854 86 | 664,381 66 |
| " December | 211,256 02 | 509,555 93 | 720,811 95 |
| 1886, January | 163,143 51 | 419,071 00 | 582,214 51 |
| " February | 157,441 50 | 461,323 20 | 618,764 70 |
| " March | 209,454 41 | 547,649 39 | 757,103 80 |
| " April | 198,205 86 | 541,173 15 | 739,379 01 |
| " May | 201,407 51 | 457,133 11 | 658,540 65 |
| " June | 221,476 80 | 514,450 25 | 735,927 05 |
| Total | \$2,481,370 84 | \$5,673,158 69 | \$8,154,529 53 |

IN ILLINOIS.

| Months. | From passenger department. | From freight department. | Total. |
|---------------------|----------------------------------|--------------------------------|--------------|
| 1885, July | \$6,851 59 | \$12,388 43 | \$19,239 92 |
| " August | 6,886 08 | 12,646 00 | 19,532 98 |
| " September | 7,604 17 | 14,329 85 | 21,934 02 |
| " October | 7,652 53 | 15,978 77 | 23,631 30 |
| " November | 6,253 58 | 14,674 42 | 20,928 00 |
| " December | 6,654 56 | 16,051 01 | 22,705 57 |
| 1886, January | 5,137 02 | 13,200 73 | 18,337 75 |
| " February | 4,959 39 | 14,531 68 | 19,491 07 |
| " March | 6,597 80 | 17,250 95 | 23,848 75 |
| " April | 6,243 47 | 17,046 95 | 23,290 42 |
| " May | 6,344 32 | 14,399 69 | 20,744 01 |
| " June | 6,976 51 | 16,205 18 | 23,181 69 |
| Total | \$78,163 02 | \$178,704 46 | \$256,867 48 |

INCOME FROM OTHER SOURCES.

| Sources. | Whole line. | In Illinois. |
|----------------------------------|--------------|--------------|
| From rents for use of road | \$152,795 20 | \$4,813 05 |
| From miscellaneous | 141,115 69 | 4,445 14 |
| Total | \$293,910 89 | \$9,258 19 |

TOTAL INCOME FROM ALL SOURCES.

| Sources. | Whole line. | In Illinois. |
|--|----------------|--------------|
| From passenger and freight departments | \$8,154,529 53 | \$256,867 48 |
| From other sources | 293,910 89 | 9,258 19 |
| Total income from all sources | \$8,448,440 42 | \$266,125 67 |

DEDUCTIONS MADE FROM TRANSPORTATION EARNINGS.

| Average earnings. | Whole line. | In Illinois. |
|---|----------------|----------------|
| Average passenger department earnings per mile..... | \$5,279 62 | \$5,279 62 |
| Average passenger department earnings per train mile..... | 1 19 | 1 19 |
| Average freight department earnings per mile..... | 12,070 81 | 12,070 81 |
| Average freight department earnings per train mile..... | 1 20 | 1 20 |
| Average gross transportation earnings per mile..... | 17,350 43 | 17,350 43 |
| Average gross transportation earnings per train mile..... | 1 20 | 1 20 |
| Average net transportation earnings per mile..... | 5,929 45 | 5,929 45 |
| Average net transportation earnings per train mile..... | 41 | 41 |
| The ratio of passenger to freight earnings was..... | As 100isto 229 | As 100isto 229 |

OPERATING EXPENSES AND TAXES.

| Items of Operating Expenses. | Whole line. | In Illinois. |
|---|----------------|--------------|
| Salaries general officers and clerks..... | \$62,301 23 | \$1,962 49 |
| Law expenses..... | 17,506 52 | 553 55 |
| Insurance..... | 659 71 | 20 52 |
| Stationery and printing..... | 44,349 97 | 1,397 03 |
| Outside agencies and advertising..... | 83,487 72 | 2,629 86 |
| Contingencies..... | 182,988 55 | 5,764 13 |
| Repairs or renewals—bridges (including culverts and cattle-guards)..... | 80,628 25 | 2,539 79 |
| Repairs or renewals—buildings..... | 106,090 77 | 3,341 85 |
| Repairs or renewals—fences, road-crossings or signs..... | 20,900 59 | 658 37 |
| Renewals of rails..... | 40,005 66 | 1,260 18 |
| Renewals of ties..... | 66,859 69 | 2,106 09 |
| Repairs of roadway and track..... | 407,188 95 | 12,826 45 |
| Repairs of locomotives..... | 456,412 62 | 14,376 99 |
| Fuel for locomotives..... | 406,003 14 | 12,789 10 |
| Water supply..... | 57,283 80 | 1,804 44 |
| Oil and waste..... | 35,188 58 | 1,675 45 |
| Locomotive service..... | 619,489 46 | 19,513 93 |
| Repairs of passenger cars..... | 141,669 79 | 4,462 60 |
| Passenger train service..... | 164,106 19 | 5,169 35 |
| Passenger train supplies..... | 36,285 13 | 1,142 98 |
| Mileage of passenger cars (debit balance)..... | 11,805 10 | 371 86 |
| Repairs of freight cars..... | 619,956 05 | 19,528 62 |
| Freight train service..... | 422,305 28 | 13,302 62 |
| Freight train supplies..... | 5,554 89 | 171 98 |
| Mileage of freight cars (debit balance)..... | 233,690 38 | 7,361 25 |
| Telegraph expenses (maintenance and operating)..... | 105,893 96 | 3,335 56 |
| Damage and loss of freight and baggage..... | 14,213 37 | 447 73 |
| Damage to property and cattle..... | 3,945 48 | 124 29 |
| Personal injury..... | 63,308 60 | 1,994 23 |
| Agents and station service..... | 801,053 15 | 25,233 19 |
| Station supplies..... | 38,563 14 | 1,214 74 |
| Total operating expenses..... | \$5,367,746 72 | \$169,084 02 |
| Taxes..... | 300,961 67 | 58,527 52 |
| Total operating expenses and taxes..... | \$5,667,808 39 | \$227,611 54 |

Average operating expenses (less taxes) per mile, \$11,420.98.

Average operating expenses (less taxes) per train mile, 79 cts.

Proportion of operating expenses (less taxes) to earnings, 63.58 per cent.

GENERAL EXHIBIT.

NET INCOME, DIVIDENDS, BALANCES.

| | |
|---|----------------|
| Total income | \$8,448,440 42 |
| Operating expenses, less taxes | 5,367,746 72 |
| Excess of income over operating expenses | \$3,080,693 70 |
| Less taxes | 300,061 67 |
| Excess of income over operating expenses and taxes | \$2,780,632 03 |
| Amount paid C. and P. R. R., account of division of joint earning | \$203,168 59 |
| Amount paid P. F. W. and C. Ry. Co. for rental | 3,040,312 75 |
| | 3,243,481 34 |
| Deficit | \$462,849 31 |
| Balance for the year (deficit) | \$462,849 31 |
| Balance (loss) last year | 412,128 08 |
| Balance (loss) | \$874,977 39 |
| Balance (loss) carried forward to next year | \$874,977 39 |

ADDITIONAL INFORMATION.

This Company has a contract with the United States Government for the transportation of mails, for which it receives \$193,368.79 per annum.

The Adams Express Company does business on this road. Terms: 40 per cent. of gross receipts from general merchandise and money business; 70 per cent. of gross receipts from oyster business.

The Union Line, owned by Pennsylvania Company, transact their business at current rates over this road, the expenses connected therewith being borne by the roads over which they operate, in the proportion of the earnings therefrom of each to the whole. Customary rates are also paid for the use of their cars.

The sleeping cars, dining cars and chair cars run on this road are owned by the Pullman Palace Car Company. We keep the cars in repair for the use of them, except the upholstery and renewal of the interior. Charges are made for their use according to accommodations furnished.

No freight cars or freight of transportation companies or "lines" doing business on this road are given any preference in speed or order of transportation.

We have no running arrangements with other railroad companies other than the usual interchange of cars and traffic. Current rates are paid and received for the use of cars. Rates on traffic to and from points off our road are prorated according to distance.

This Company has pooling arrangements or contracts respecting freights, as follows: That covered by the Central Traffic Association, contract with Michigan Central R. R.; Lake Shore and Michigan Southern Ry.; Chicago, St. Louis and Pittsburg R. R.; Baltimore and Ohio R. R.; Chicago and Grand Trunk Ry., and New York Central and St. Louis Ry. on east bound freight traffic from Chicago, Ill.

These contracts operate on east bound freight traffic from Chicago.

The purpose for which the Central Traffic Association was formed was for establishing and maintaining reasonable and uniform rates for the transportation of freight, thereby avoiding unjust discrimination between persons and localities, and also in order to reduce expenses incurred in connection with competitive freight traffic.

This Company in making rates does not charge on through business a higher rate than for a shorter distance. The rates for pooling or junction points where we meet competition are based on the agreed percentage of the Chicago rate, and the rates from intermediate stations are never higher than from the next more distant junction point.

We denominate competitive business as through freight, and non-competitive business as local freight.

We have one machine shop in Illinois, located at 51st street, Chicago, Ill., or Town of Lake.

The amount of investment is about \$18,000, and the shop employs 257 men.

No new engines or cars are built at this shop. The forces are used exclusively for repairs of rolling stock.

Work is done at the Chicago shop on any rolling stock belonging to or in possession of this Company that may need repairs when at Chicago.

STATEMENT OF ACCIDENTS.

KILLED AND INJURED DURING THE YEAR.

| Description. | Whole line. | | In Illinois. | |
|-----------------|-------------|----------|--------------|----------|
| | Killed. | Injured. | Killed. | Injured. |
| | 1 | 6 | | |
| Passengers..... | 19 | 41 | 3 | 7 |
| Employees..... | 59 | 30 | 16 | 6 |
| Others..... | | | | |
| Total..... | 79 | 77 | 19 | 13 |

| No. | Name of person. | Occupation. | Cause of accident. | Date of accident. | Character of injury. |
|-----|-------------------|------------------|----------------------------|-------------------|----------------------|
| 1 | G. B. McClelland | Brakeman. | Struck by O. bridge | July 1, 1885. | Killed. |
| 2 | W. Morgan | Trespasser | Found dead | " " | " |
| 3 | H. D. Ross | " | Fell from train. | " 8 | " |
| 4 | J. Allen | Brakeman. | " | " 16 | " |
| 5 | E. Means | Sectionman. | Struck by car | " 22 | Severely bruised |
| 6 | S. W. Seattergood | Trespasser. | Fell from train. | " 24 | Killed. |
| 7 | W. Pusal | Tramp | Caught between cars. | " 26 | Leg broken. |
| 8 | M. Fabin | " | " | Aug. 5 | " |
| 9 | H. Jackson | Trespasser. | Fell from train. | " 6 | Shoulder broken. |
| 10 | J. Tompkins | Brakeman. | Fell from car | " 7 | Killed. |
| 11 | Henry Rentz | Passenger. | Fell through culvert. | " 7 | Leg broken. |
| 12 | J. Whitman | Trespasser. | Found dead | " 9 | Killed. |
| 13 | W. Fleck | " | " | " 9 | " |
| 14 | O. Mitchell | Brakeman. | Stepped in front of engine | " 9 | Injured severely. |
| 15 | P. C. Dillon | " | " | " 9 | Killed. |
| 16 | J. Donell | Trespasser. | " | " 11 | Killed. |
| 17 | G. C. Reek | Brakeman. | Fell from train. | " 17 | Bruised all over. |
| 18 | Mrs. A. Morrison | Trespasser. | Walking on track. | " 18 | Killed. |
| 19 | C. D. Johnson | Brakeman. | Collision. | " 23 | " |
| 20 | J. R. Whitacre | Fireman. | " | " 23 | Shoulder sprained. |
| 21 | Unknown | Tramp | Fell from train. | " 23 | Killed. |
| 22 | W. Crubaugh | Trespasser. | " | " 24 | Badly cut. |
| 23 | G. Barr | Sectionman | Timber falling | " 27 | Two ribs broken. |
| 24 | J. McDonald | Section foreman. | Bridge frame falling | " 27 | Ankle broken. |
| 25 | J. Firesto | Brakeman. | Fell from train. | Sept. 5 | Killed. |

| | | | | | |
|-----------------------|--------------|----------------------|-------|----------|---------------------|
| 26 John Brown | Trespasser. | Fell from train | Sept. | 13, 1885 | Jaw broken, etc. |
| 27 Mrs. P. Shanabrook | Tramp | Walking on track | " | 14 | Killed |
| 28 C. E. Ball | Trespasser | Caught, coupling | " | 21 | Arm crushed |
| 29 John Kronk | Trespasser | Fell from train | " | 22 | Killed |
| 30 P. Fahy | Sectionman | Bank caved in | " | 23 | Leg broken |
| 31 H. V. Harkins | Passenger | Struck by stand-pipe | " | 24 | Skull fractured |
| 32 M. Carner | Lamp-lighter | Struck by car | " | 26 | Foot cut off |
| 33 C. Mangel | Trespasser | Getting on train | " | 28 | Leg broken |
| 34 Mrs. S. Johnstader | Brakeman | Fell from train | " | 29 | Badly bruised |
| 35 G. Shuster | Conductor | Coupling | Oct. | 5 | Left side hurt |
| 36 J. McCullough | Fireman | Collision | " | 7 | Killed |
| 37 W. Moore | Brakeman | Fell from train | " | 7 | Scalded |
| 38 C. Baker | Shopman | Crossing track | " | 8 | Killed |
| 39 G. Pfeiffer | Conductor | Fell from car | " | 16 | Badly bruised |
| 40 J. Orr | Driver | Collision | " | 20 | " |
| 41 J. Saxon | Brakeman | Coupling | Nov. | 31 | Shoulder broken |
| 42 C. Glover | Trespasser | Riding on track | " | 9 | Killed |
| 43 J. H. Myers | Brakeman | Fell from car | Dec. | 24 | Leg crushed |
| 44 W. Keller | Conductor | Fell from engine | " | 8 | Killed |
| 45 A. Sullivan | Trespasser | Coupling | " | 17 | Two ribs broken |
| 46 E. L. Shafer | Conductor | Walking on track | " | 18 | Killed |
| 47 W. C. Luce | Fireman | Collision | " | 30 | " |
| 48 Mrs. E. Weiswender | Trespasser | Drunk on track | " | 31 | " |
| 49 A. Keepley | Tramp | Walking on track | Jan. | 12, 1886 | " |
| 50 A. Dullenbaugh | Tramp | Walking on track | Feb. | 9 | " |
| 51 A. Nickerson | Trespasser | Coupling | " | 11 | " |
| 52 J. Millener | Brakeman | Jumped from engine | Feb. | 11 | Hip broken |
| 53 J. Laughton | Fireman | Drunk on track | " | 13 | Collar bone broken |
| 54 W. H. Zink | Trespasser | Getting on train | " | 13 | Wrist sprained |
| 55 A. Clark | Passenger | Struck by train | Mar. | 3 | Three ribs broken |
| 56 S. T. Dodds | Tramp | Walking on track | " | 10 | Killed |
| 57 Unknown | Trespasser | Getting on train | " | 19 | " |
| 58 W. J. Dalzell | Tramp | Walking on track | " | 29 | " |
| 59 J. McCandress | Tramp | Walking on track | Apr. | 8 | " |
| 60 P. McClain | Trespasser | Fell from train | " | 13 | " |
| 61 Jas. Ford | " | " | " | 18 | " |
| 62 J. Mangum | " | " | " | 19 | " |
| 63 J. Hill | Brakeman | Fell from engine | " | 19 | Leg broken, etc. |
| 64 J. W. Taylor | Engineer | Fell from train | " | 28 | Ankle hurt |
| 65 H. S. Bradt | Trespasser | Fell from train | May | 3 | Wrist broken |
| 66 G. Stewart | Brakeman | Fell from cars | " | 8 | Two toes cut off |
| 67 P. J. Brady | Trespasser | Fell from train | " | 10 | Leg sprained |
| 68 C. McCurdy | Tramp | Getting on train | " | 12 | Leg cut off |
| 69 E. McCready | Tramp | Fell from train | " | 13 | Killed |
| 70 Unknown | Painter | Caught between cars | " | 16 | " |
| 71 S. Jenkins | Tramp | Fell from train | " | 17 | Shoulder dislocated |
| 72 A. Galloway | Trespasser | Walking on track | " | 23 | Foot cut off |
| 73 M. J. Kennedy | Tramp | Caught between cars | " | 26 | Badly hurt |
| 74 P. Childs | Trespasser | Walking on track | " | 29 | Leg broken |
| 75 M. Stringlin | Brakeman | Coupling | " | 29 | Leg cut off |
| 76 S. B. Smith | Trespasser | Crossing track | June | 7 | Skull fractured |
| 77 M. C. Lodge | Trespasser | " | " | 12 | Badly hurt |

Statement of Accidents—Continued.

| No. | Name of person. | Occupation. | Cause of accident. | Date of accident. | Character of injury. |
|-----|------------------|---------------|------------------------------------|-------------------|----------------------------|
| 78 | C. M. Overlander | Brakeman | Thrown from car | June 18, 1886 | Arms broken |
| 79 | H. C. Dill | Laborer | Pushing cars | " 18 " | Leg broken |
| 80 | E. Collinwood | Trespasser | Crossing track | " 19 " | Arm crushed |
| 81 | H. Harrington | " | Stealing ride | " 22 " | Killed |
| 82 | G. W. Miller | Warehouse man | Glass falling | " 26 " | Thigh fractured |
| 83 | Jos. Parrent | Trespasser | Walking on track | July 2 " | Killed |
| 84 | Thos. White | " | Crossing track | " 22 " | " |
| 85 | Edward Dehue | Tramp | Fell from train | " 27 " | " |
| 86 | Unknown | " | Fell from cars | " 27 " | " |
| 87 | H. Ameson | Emigrant | Jumped from engine depot | Aug. 11, 1885 | Arm fractured |
| 88 | Jos. Hibbets | Laborer | Hand car lever | " 6 " | Ankle fractured |
| 89 | E. Zions | Carpenter | Getting off train | " 21 " | Arm broken |
| 90 | E. Sullivan | Truckman | Fell boarding train | " 31 " | Leg and collar bone broken |
| 91 | Rosa Baer | Trespasser | Fell boarding train | " 31 " | Head badly cut |
| 92 | Wm. Jones | " | Found by track | Sept. 13 " | Killed |
| 93 | Unknown | " | Found in car with iron beam on him | " 16 " | " |
| 94 | C. Pelfon | Trespasser | Crawling on switches | " 19 " | Leg crushed |
| 95 | Jos. Habins | Fireman | Getting on train | " 24 " | Foot run over |
| 96 | J. McCarthy | Switchman | Collision | " 30 " | Wrist fractured |
| 97 | T. C. Carroll | Switchman | Coupling | Oct. 14 " | Arm broken |
| 98 | Jno. Kelley | Switchman | Unknown | " 17 " | Found dead |
| 99 | Geo. Curtis | Conductor | Coupling | " 31 " | Killed |
| 100 | Jno. A. Long | Conductor | Foot caught in rail | " 31 " | " |
| 101 | Jno. Hill | Brakeman | Run over | Nov. 7 " | " |
| 102 | M. Hahn | Trespasser | Getting on train | " 8 " | Left foot run over |
| 103 | I. Evans | Farmer | Struck by train | " 8 " | Skull fractured |
| 104 | W. T. Curry | Yardmaster | Run over | " 15 " | Killed |
| 105 | Mary Moon | Trespasser | Struck by engine | " 18 " | Badly bruised |
| 106 | Jno. Baughman | Passenger | Jumped from train | " 19 " | Head cut and bruised |
| 107 | E. McDermet | Laborer | Run over | " 29 " | Killed |
| 108 | W. T. Allen | Porter | Fell from train | " 27 " | Arm and collar bone broken |
| 109 | John McKeon | Trespasser | Walking on track | " 27 " | Killed |
| 110 | C. J. Hawley | Brakeman | Struck by flatnet | " 19 " | Skull fractured |
| 111 | P. Dray | " | Fell down elevator | " 11 " | Arm broken |
| 112 | R. Knus | Trespasser | Run over | Dec. 2 " | Killed |
| 113 | J. Hederman | Laborer | Fell between cars | " 10 " | Shoulder fractured |
| 114 | Thos. Breeze | Farmer | Crossing track | " 14 " | Killed |
| 115 | S. Anderson | Car repairer | Run over | " 19 " | Collar bone fractured |
| 116 | H. E. Reubendale | Fireman | Standing on track | " 25 " | Killed |
| 117 | G. Horman | Trespasser | Walking on track | " 26 " | Leg broken |
| 118 | Jeanette Reese | " | Jumped from engine | " 29 " | Killed |
| 119 | E. Blanchard | Fireman | Coupling | Jan. 16, 1886 | Back and wrist strained |
| 120 | Wm. Horning | Brakeman | Collision | " 14 " | Wrist crushed |
| 121 | M. McDonough | Switchman | " | " 22 " | Leg broken |

| | | | | | |
|--|---------------|------------------------------|-------|-----------|------------------------|
| 122 P. Wirtz..... | Carpenter | Fell | Jan. | 28, 1886. | Badly bruised. |
| 123 S. Misner..... | Engineer | Collision. | .. 31 | .. | Killed. |
| 124 John Peacock..... | Trespasser | Struck by train | .. 4 | .. | .. |
| 125 John Kinney..... | Fireman | track | Feb. | .. | .. |
| 126 Unknown..... | Found dead on | Struck by train | .. 11 | .. | Hip hurt. |
| 127 P. Blv..... | Peddler | .. | .. 23 | .. | Killed. |
| 128 John Puck..... | .. | Getting on train. | .. 25 | .. | .. |
| 129 Unknown..... | Farmer | Jumped from train. | .. 26 | .. | Leg broken. |
| 130 H. Redman..... | Brakeman | .. | .. 19 | .. | Killed. |
| 131 Sam. Miller..... | Laborer | .. | Feb. | .. | Left arm broken. |
| 132 W. Struinemeyer..... | .. | Unloading cars. | .. 9 | .. | Foot crushed. |
| 133 T. Baugoux..... | .. | Attempting to get on engine. | .. 9 | .. | .. |
| 134 Jas. Wood..... | .. | Threw herself under train | .. 10 | .. | Killed. |
| 135 O. H. Miller..... | .. | Run over | .. 16 | .. | Leg and foot crushed. |
| 136 C. Sanbury..... | Trespasser | Coupling | .. 16 | .. | Foot crushed. |
| 137 A. E. Lye..... | Warehousman. | Caught in turn-table. | .. 23 | .. | .. |
| 138 H. Tongues..... | Carpenter | Found dead | April | .. 9 | Killed. |
| 139 G. McElroy..... | Stock dealer | Coupling | .. 17 | .. | Hand crushed. |
| 140 J. D. North..... | Brakeman | Getting on train | .. 22 | .. | Foot crushed. |
| 141 J. Baldwin..... | Tramp | Found dead | .. 27 | .. | Rib fractured. |
| 142 H. Pettit..... | Switchman. | Fell from car. | .. 27 | .. | Killed. |
| 143 G. Morris..... | Passenger | Fell between cars | .. 27 | .. | Cut on head. |
| 144 B. Niley..... | Car repairer | Wrench slipped | May | .. 4 | Killed. |
| 145 J. Lenz..... | Laborer | On track | .. 4 | .. | .. |
| 146 E. Schredegant..... | Trespasser | .. | .. 7 | .. | .. |
| 147 L. Van Ferson..... | .. | .. | .. 9 | .. | .. |
| 148 J. Tyron, wife and two children..... | Trespassers | Driving on track | .. 12 | .. | .. |
| 149 R. Sear..... | Trespasser | Struck by train | .. 14 | .. | Eye destroyed. |
| 150 C. C. Bow..... | Passenger | Glass from window | .. 16 | .. | Leg broken. |
| 151 R. Conley..... | Messenger boy | Fell through roof | .. 20 | .. | Arm dislocated. |
| 152 Jno. Beatty..... | Foreman | Fell from engine. | .. 22 | .. | Killed. |
| 153 A. J. Kelley..... | Deaf mute | On track | .. 26 | .. | Foot crushed. |
| 154 F. Kosack..... | Tramp | Fell from engine | .. 26 | .. | Collar bone fractured. |
| 155 W. Devaney..... | Fireman | Caught between cars | June | .. 2 | Killed. |
| 156 J. Puch..... | Laborer | .. | .. 5 | .. | .. |

PEORIA, DECATUR AND EVANSVILLE RAILWAY.

ORGANIZATION AND CONSTRUCTION.

About the year 1867 the Pekin, Lincoln and Decatur Railroad Company was organized. A preliminary survey was at once made, and in 1869 the line was located, and a contract made for its construction. The officers were, President, R. B. Latham; Secretary, A. M. Miller.

The contractors were known as the Pekin, Lincoln and Decatur Construction Company, with C. R. Cummings as President, G. R. Gobleigh as Secretary and Superintendent, and R. C. Smith, Chief Engineer.

Work was commenced late in 1869, and the line from Pekin to Decatur completed by October, 1871, at which time the Toledo, Wabash and Western Railway Company commenced to operate it under a lease.

August 1, 1876, the road was taken out of the hands of the Toledo, Wabash and Western Railway Company, on account of default in payment of interest, and the corporation name changed to Pekin, Lincoln and Decatur Railway Company.

The length of the road from Pekin to Decatur was 67.9 miles. Traffic arrangements were made with the Receiver of the Peoria and Springfield Railroad for hauling the Company's trains between Pekin and Peoria, 9.2 miles.

March 1, 1878, the Company leased the Peoria and Springfield Railroad and equipment.

September 1, 1879, it terminated the lease with the Peoria and Springfield Railroad, and made arrangements to run into Peoria over the Peoria, Pekin and Jacksonville Railroad track.

November 17, 1879, consolidated with the Decatur, Mattoon and Southern Railroad—distance from Peoria to Mattoon, 119.8 miles. February 15, 1880, leased the Grayville and Mattoon Railroad—distance from Peoria to Parkersburg, 190.5 miles. July 2, 1880, bought the Grayville and Mattoon Railroad. August 24, 1880, consolidated with the Evansville and Peoria Railway Company, which was completed and opened for business to Evansville, Ind., June 1, 1881—distance, Peoria to Evansville, 248.1 miles.

At present we pay the following rentals of track, etc.: To Peoria and Pekin Union Railway, \$1,875 per month and our proportion for supplies and track repairs between Pekin and Peoria. To Illinois Central Railroad, \$500 per month and our proportion for supplies and track repairs between Decatur and Illinois Central Junction, 2.63 miles.

OFFICERS.

| | |
|---|------------------|
| President, D. J. Mackey..... | Evansville, Ind. |
| Vice-President, (office vacant on account of resignation)..... | |
| Second Vice-President, Henry Aitken..... | New York City. |
| General Solicitor, J. S. Stevens..... | Peoria, Ill. |
| Secretary, L. M. Schwan..... | New York City. |
| Treasurer, R. A. Bunker..... | Peoria, Ill. |
| Auditor, W. A. Wieldback..... | Peoria, Ill. |
| General Manager, W. D. Ewing..... | Evansville, Ind. |
| Chief Engineer, F. A. Allen..... | Mattoon, Ill. |
| Traffic Manager, G. J. Grammer..... | Evansville, Ind. |
| General Freight and Passenger Agent, E. O. Hopkins..... | Peoria, Ill. |
| Purchasing Agent, W. D. Ewing..... | Evansville, Ind. |
| Superintendent of Telegraph, W. A. Keran..... | Mattoon, Ill. |
| Master Mechanic, P. Reilly..... | Mattoon, Ill. |
| General Road Masters, C. E. Keyes, Western Division; J. L. Steiner, Eastern Division..... | |

General Office at Peoria, Ill.

DIRECTORS.

| | |
|---------------------|------------------|
| C. R. Cummings..... | Chicago, Ill. |
| Wm. Heilman..... | Evansville, Ind. |
| C. C. Baldwin..... | New York City. |
| J. M. Deveau..... | New York City. |
| Edw. Brendon..... | New York City. |
| Henry Aitken..... | New York City. |
| E. H. R. Lyman..... | New York City. |
| Herman Clark..... | New York City. |
| D. J. Mackey..... | Evansville, Ind. |

CAPITAL STOCK.

| | |
|---|----------------|
| Amount of common stock..... | \$8,400,000 00 |
| Number of stockholders in Illinois..... | 3 |
| Number elsewhere..... | 387 |
| Amount of stock held in Illinois..... | 10,200 00 |
| Number of shares held in Illinois..... | 102 |

FUNDED DEBT IN DETAIL.

| Name of Bond. | When issued. | When due. | Interest. | | Amount paid during year. | Amount of bonds. |
|---|------------------|------------------|----------------|---------------|--------------------------|------------------|
| | | | Rate per cent. | When payable. | | |
| P. D. & E., 1st mortgage | Jan., 1880..... | Jan., 1920..... | 6 | June & July | \$77,220 00 | \$1,287,000 00 |
| | Sept., 1880..... | Sept., 1920..... | 6 | Sept. & Mar. | 88,200 00 | 1,470,000 00 |
| P. D. & E., income | Jan., 1880..... | Jan., 1920..... | | When earned. | | 858,000 00 |
| | Sept., 1880..... | Sept., 1920..... | | | | 1,230,000 00 |
| Total..... | | | | | \$165,420 00 | \$4,845,500 00 |
| Average bonded debt per mile for *232 miles | | | | | | \$20,881 62 |

UNFUNDED DEBT IN DETAIL.

| On what account. | Amount. |
|----------------------------|--------------|
| Interest unpaid..... | \$52,992 49 |
| Other liabilities..... | 85,288 25 |
| Total..... | \$138,280 74 |
| Less available assets..... | 114,695 90 |
| Total..... | 23,584 84 |

TOTAL LIABILITIES.

COMMON AND PREFERRED STOCK AND FUNDED AND UNFUNDED DEBT.

| Stocks and bonds. | Total. |
|--------------------------------------|-----------------|
| Common stock..... | \$8,400,000 00 |
| First mortgage bonds..... | 2,757,000 00 |
| Income bonds..... | 2,088,000 00 |
| Floating debt..... | 23,584 84 |
| Aggregate..... | \$13,268,584 84 |
| Average per mile, for 232 miles..... | \$57,671 21 |

*Not including leased lines.

LENGTH OF TRACK.

| Main Line. | Whole line miles. | Main line and branch's miles. | In Illinois, miles. | Main line and branch's in Illinois. |
|--|-------------------|-------------------------------|---------------------|-------------------------------------|
| From Pekin to Evansville..... | 234.49 | | 203.05 | |
| BRANCHES. | | | | |
| From Stewardsville to New Harmony..... | 6.29 | | | |
| Total length of branches..... | 6.29 | | | |
| Main line and branches | | 240.78 | 203.05 | 203.05 |
| Sidings on main line | 28.98 | 30.19 | 24.45 | |
| Siding on branches..... | 1.21 | | | 24.45 |
| Aggregate length of all tracks..... | | 270.97 | | 227.50 |

Proportion of road in Illinois, 84%.

RAILS AND TIES.

| | |
|-----------------------------------|---------------|
| Iron— | |
| On road..... | 71.79 miles. |
| Average weight per yard..... | 56 pounds. |
| Steel— | |
| On road..... | 168.99 miles. |
| Average weight per yard..... | 52 pounds. |
| Ties— | |
| Average number per mile..... | 2,770 |
| Number laid during the year | 725.81 |

BRIDGES.

| | | | |
|-----------------------------------|-----|--------------|--------------|
| Number of wooden in Illinois..... | 4 | Length | 1,045 feet. |
| Piling | 221 | Length | 24,800 feet. |

FENCING.

Wire $214\frac{1}{10}$ miles on whole line. In Illinois $177\frac{1}{10}$ miles. Cost per rod 78 cents. Built during the year $\frac{9}{10}$ miles, cost 68 cts.

STATIONS.

| | |
|-----------------------------|----|
| Number in Illinois..... | 48 |
| Number out of Illinois..... | 7 |
| Total on whole line..... | 55 |

EQUIPMENT.

| Description. | Whole line. | Total. |
|---------------------------------------|-------------|--------|
| Locomotives— | | |
| Passenger..... | 7 | |
| Freight..... | 23 | 30 |
| Passenger equipment— | | |
| Coaches..... | 12 | |
| Officers' car..... | 1 | |
| Express, baggage and mail cars..... | 6 | 19 |
| Freight equipment— | | |
| Box cars..... | 1,233 | |
| Stock cars..... | 99 | |
| Caboose..... | 16 | |
| Flat cars..... | 126 | |
| Coal cars..... | 177 | |
| Other cars..... | 2 | 1,653 |
| Total number cars of all classes..... | | 1,702 |

Platform and coupler used: Miller.

Brake used: Westinghouse.

AVERAGE LIFE OF LOCOMOTIVES, CARS, RAILS, TIES, BRIDGES, ETC.

| Equipment and Superstructure. | Average life in years. |
|-------------------------------|------------------------|
| Locomotives— | |
| Passenger..... | 17½ |
| Freight..... | 17½ |
| Cars— | |
| Passenger..... | 14 |
| Baggage..... | 14 |
| Box..... | 11 |
| Stock..... | 9½ |
| Coal..... | 9½ |
| Flat..... | 9½ |
| Rails— | |
| Iron..... | 8 |
| Steel..... | 15 |
| Joint fastenings..... | 7 |
| Frogs..... | 7 |
| Ties— | |
| Oak..... | 8 |
| Bridges— | |
| Wooden..... | 10 |
| Combination..... | 20 |
| Trestles..... | 7 |
| Piling..... | 9 |
| Telegraph poles— | |
| Cedar..... | 10 |
| Fence posts..... | 9 |

EMPLOYEES.

NUMBER, CHARACTER OF SERVICE, AND ANNUAL SALARIES OF EMPLOYEES.

| Average No. em- ployed. | Officers and Employés. | Average yearly salary. | Aggregate yearly salary. |
|-------------------------------|--|------------------------------|--------------------------------|
| 6 | General officers..... | \$2,020 00 | \$12,120 00 |
| 1 | Civil engineer..... | 2,100 00 | 2,100 00 |
| 1 | Master mechanic..... | 1,800 00 | 1,800 00 |
| 2 | Road masters..... | 1,200 00 | 2,400 00 |
| 11 | Clerks..... | 627 00 | 7,524 00 |
| 26 | Machinists and helpers..... | 480 00 | 12,480 00 |
| 5 | Passenger conductors..... | 1,200 00 | 6,000 00 |
| 11 | Freight conductors..... | 820 00 | 9,020 00 |
| 6 | Passenger engineers..... | 1,420 00 | 8,520 00 |
| 15 | Freight engineers..... | 1,080 00 | 16,200 00 |
| 20 | Firemen..... | 610 00 | 12,200 00 |
| 8 | Wipers..... | 360 00 | 2,880 00 |
| 3 | Baggagemen..... | 360 00 | 1,080 00 |
| 25 | Brakemen..... | 480 00 | 12,000 00 |
| 18 | Station agents not telegraph operators..... | 504 00 | 9,072 00 |
| 25 | Station agents also telegraph operators..... | 540 00 | 13,500 00 |
| 7 | Telegraph operators not station agents..... | 600 00 | 4,200 00 |
| 20 | Carpenters..... | 637 00 | 12,740 00 |
| 43 | Section foremen..... | 539 00 | 23,055 00 |
| 160 | Sectionmen..... | 330 00 | 52,800 00 |
| 12 | Laborers..... | 220 00 | 2,640 00 |
| 1 | Flagman..... | 365 00 | 365 00 |
| 9 | Switchmen and watchmen..... | 480 00 | 4,320 00 |
| 13 | Bridge tenders and pumpers..... | 295 00 | 3,835 00 |
| 73 | Other employes..... | 360 00 | 26,280 00 |
| 521 | Total..... | | \$259,139 00 |

Of these employes, 456 are employed in Illinois, and their aggregate annual salary is \$226,841.40.

TRAFFIC.

PASSENGERS AND FREIGHT CARRIED.

| | Whole line. |
|---|-------------|
| Through passengers..... | 18,112 |
| Local passengers..... | 225,654½ |
| Total passengers carried..... | 243,766½ |
| Number of passengers carried one mile..... | 5,656,278 |
| Average number cars in passenger train..... | 3 |
| Average number of miles traveled by each passenger..... | 23.2 |
| Average receipts per passenger per mile..... | .0264 ct. |
| Through freight, in tons..... | 158,831 |
| Local freight, in tons..... | 320,307 |
| Total tons freight carried..... | 479,138 |
| Average tons of freight carried one mile..... | 46,654.971 |
| Average receipt per ton freight per mile..... | .013 ct. |
| Proportion freight carried in Illinois..... | about 84°. |

FREIGHT CLASSIFIED.

| | Whole line, tons. |
|--|----------------------|
| Corn, wheat, rye, oats and barley | 181,461 |
| Other agricultural products | 37,562 |
| Flour | 4,754 |
| Provisions etc | 1,589 |
| Salt | 1,906 |
| Agricultural implements, furniture, wagons and other manufactured articles | 25,367 |
| Lumber | 46,871 |
| Other forest products | 20,557 |
| Horses, mules, cattle, hogs and sheep | 14,761 |
| Iron, lead, and other mineral products | 38 |
| Stone, brick, sand, lime, clay, cement and stucco | 6,325 |
| Coal | 79,420 |
| Merchandise and other articles | 39,788 |
| Domestic spirits | 17,665 |
| Petroleum | 811 |
| Iron, steel, rails etc | 263 |
| Total tons | 479,138 |

MILEAGE.

TRAIN MILEAGE.

| Trains. | Whole line. |
|---------------------------|-------------|
| Passenger | 217,600 |
| Freight | 312,700 |
| Construction | 5,540 |
| Total train mileage | 535,840 |

CAR MILEAGE.

| Cars. | Whole line. |
|-----------------------------------|-------------|
| Passenger, mail and baggage | 818,412 |
| Freight | 4,830,689 |
| Total car mileage | 5,649,101 |
| Empty freight car mileage | 1,131,645 |

PASSENGER MILEAGE AND FREIGHT MILEAGE.

| Passenger mileage. | Whole line. | Freight mileage. | Whole line. |
|------------------------------|-------------|-----------------------------|-------------|
| Through | 1,143,390 | Through | 17,270,587 |
| Local | 4,512,888 | Local | 29,384,384 |
| Total passenger mileage | 5,656,278 | Total freight mileage | 46,654,971 |

INCOME.

MONTHLY TRANSPORTATION EARNINGS—WHOLE LINE.

| Months. | From passenger department. | From freight department. | Total. |
|---------------------|----------------------------------|--------------------------------|--------------|
| 1885, July | \$14,781 68 | \$39,017 86 | \$53,799 54 |
| " August | 17,484 11 | 63,532 31 | 81,016 42 |
| " September | 18,492 71 | 60,663 42 | 79,156 13 |
| " October | 16,111 06 | 51,807 87 | 67,918 93 |
| " November | 14,281 28 | 49,980 30 | 64,261 58 |
| " December | 15,648 12 | 46,694 76 | 62,342 88 |
| 1886, January | 12,914 91 | 42,005 21 | 54,920 12 |
| " February | 13,119 18 | 47,368 88 | 60,488 06 |
| " March | 15,486 68 | 41,761 28 | 57,247 96 |
| " April | 12,180 39 | 39,086 18 | 51,266 57 |
| " May | 13,139 37 | 43,383 65 | 56,523 02 |
| " June | 14,922 19 | 41,998 56 | 56,920 75 |
| Total..... | \$178,561 68 | \$567,300 28 | \$745,861 96 |

TOTAL INCOME FROM ALL SOURCES.

| Sources. | Whole line. |
|-------------------------------------|--------------|
| From passenger department..... | \$178,561 68 |
| From freight department..... | 567,300 28 |
| Total income from all sources | \$745,861 96 |

Total income in Illinois about 84 per cent.

DEDUCTIONS MADE FROM TRANSPORTATION EARNINGS.

| Average Earnings. | Whole line. |
|--|-------------------|
| Average passenger department earnings per mile | \$703 00 |
| Average passenger department earnings per train mile | 82 |
| Average freight department earnings per mile | 2,233 47 |
| Average freight department earnings per train mile | 1 81.4 |
| Average gross transportation earnings per mile | 2,936 46 |
| Average gross transportation earnings per train mile | 1 41 |
| Average net transportation earnings per mile | 1,344 41 |
| Average net transportation earnings per train mile..... | 64+ |
| The ratio of passenger to freight earnings was..... | As 100 is to 317+ |

OPERATING EXPENSES AND TAXES.

| Items of Operating Expenses. | Whole line. |
|---|--------------|
| Salaries general officers and clerks | \$26,386 94 |
| Law expenses | 4,169 28 |
| Insurance | 3,192 28 |
| Stationery and printing | 3,342 66 |
| Outside agencies and advertising | 4,398 21 |
| Contingencies | 4,476 30 |
| Repairs or renewals—bridges (including culverts and cattle-guards)..... | 24,514 85 |
| Repairs or renewals—buildings | 11,322 03 |
| Repairs or renewals—fences, road-crossings or signs | 1,917 56 |
| Wrecks (cost of clearing) | 98 77 |
| Repairs of roadway and track | 88,423 90 |
| Repairs of locomotives | 11,562 58 |
| Fuel for locomotives | 20,275 96 |
| Water supply | 3,263 89 |
| Oil and waste | 3,725 36 |
| Locomotive service | 40,311 82 |
| Repairs of passenger cars | 7,987 24 |
| Passenger train service | 11,730 54 |
| Passenger train supplies | 838 92 |
| Repairs of freight cars | 26,740 18 |
| Freight train service | 41,750 58 |
| Freight train supplies | 256 05 |
| Mileage of freight cars (debit balance) | 13,803 58 |
| Telegraph expenses (maintenance and operating) | 12,101 87 |
| Damage and loss of freight and baggage | 1,125 07 |
| Damage to property and cattle | 4,151 42 |
| Personal injury | 884 98 |
| Agents and station service | 31,022 79 |
| Station supplies | 804 76 |
| Total operating expenses | \$404,382 37 |
| Taxes | 38,299 63 |
| Total operating expenses and taxes | \$442,682 00 |

Average operating expenses (less taxes) per mile, \$1,604.69.

Average operating expenses (less taxes) per train mile, .76+.

Proportion of operating expenses (less taxes) to earnings, 54.22 per cent.

EXPENSES IN ADDITION TO OPERATING EXPENSES AND TAXES.

| Paid for— | Whole line. |
|---------------------------------|--------------|
| Additional equipment | \$66,165 00 |
| Construction— | |
| New steel rails, etc | 11,322 27 |
| Leased lines— | |
| P. and P. U. R'y | \$22,500 00 |
| Illinois Central R. R | 6,000 00 |
| Evansville Belt R'y | 170 97 |
| Interest— | 28,670 97 |
| On funded debt | 165,420 00 |
| Total additional expenses | \$271,578 24 |

GENERAL EXHIBIT.

NET INCOME, DIVIDENDS, BALANCES.

| | | |
|--|--------------|--------------|
| Total income | | \$745,861 96 |
| Operating expenses less taxes | | 404,382 37 |
| Excess of income over operating expenses | | \$341,479 59 |
| Less taxes | | 38,299 63 |
| Excess of income over operating expenses and taxes | | \$303,179 96 |
| Interest on funded debt | \$165,420 00 | |
| Rentals | 28,670 97 | |
| | | 194,090 97 |
| Net income | | \$109,088 99 |
| Balance (profit) last year | | 22,621 27 |
| Balance (profit) | | \$131,710 26 |
| For new equipment | \$66,165 00 | |
| For new construction | 21,630 43 | |
| | | 87,795 43 |
| Balance (profit) carried forward to next year | | \$43,914 83 |

CHARGES TO PROPERTY DURING THE YEAR.

Dr.

| | | |
|-----------------------------|--|-------------|
| Construction and equipment: | | |
| Steel rails and labor | | \$30,391 50 |
| Right of way | | 896 29 |
| Total charges | | \$31,287 79 |
| Net additions | | 31,287 79 |

NOTE.—Fiscal year closes December 31, but if books had been closed June 30th results would be substantially as above.

GENERAL BALANCE SHEET.

| Assets. | | Liabilities. | |
|---|-----------------|-----------------------------|-----------------|
| Construction account | \$12,670,821 83 | Capital stock | \$8,400,000 00 |
| Equipment account, outside of rolling stock, covered by equipment certificates, which are charged as income upon maturing | | Funded debt | 4,845,000 00 |
| Sundry securities | 574,178 17 | Unfunded debt, as follows: | |
| | 17,000 00 | Interest unpaid | 52,992 49 |
| Cash items, as follows: | | Vouchers and accounts | 71,788 30 |
| Cash | 38,273 00 | Other liabilities | 13,499 95 |
| Accounts receivable | 4,454 05 | Income account | 43,914 83 |
| Due from ag'ts. and companies | 52,796 12 | | |
| Cash assets, as follows: | | | |
| Materials and supplies | 19,172 43 | | |
| Sinking fund, for equipment | 17,500 00 | | |
| Other assets | 32,999 67 | | |
| Total assets | \$13,427,195 57 | Total liabilities | \$13,427,195 57 |

PRESENT OR CONTINGENT LIABILITIES NOT INCLUDED IN BALANCE SHEET.

| | | |
|--|--|--------------|
| Other liabilities— | | |
| Peoria Car Trust, 1st series, equipment certificates | | \$125,000 00 |
| “ “ series A, “ “ | | 40,000 00 |
| “ “ series B, “ “ | | 64,000 00 |
| Total | | \$229,000 00 |

ADDITIONAL INFORMATION.

This Company has a contract with the United States Government for the transportation of mails for which it receives \$13,884.44 per annum from Peoria and Evansville, Ind., and \$313.78 per annum from Stewartville and New Harmony, Ind.

The American Express Co. does business on this road, paying \$52 per working day.

The following transportation companies or "lines" do business on this road: Empire Line, White Line, Red Line, Laekawanna Line, Continental Line, and Merchants' Despatch Transportation Co.

The expenses of conducting business are divided on basis of earnings between roads comprising the lines.

No sleeping, dining or chair cars are run on this road.

No freight cars or transportation companies are given preference in speed or order of transportation.

We have no running arrangements with other roads.

We have pooling arrangements respecting freights with the following roads: Wabash, St. Louis & Pacific; Illinois Midland; Indianapolis, Decatur & Springfield; Illinois Central; Chicago & Olney Railroad; Indiana & St. Louis; Evansville & Terre Haute; Ohio & Mississippi.

These contracts operate at the following points: Decatur, Ill.; Sullivan, Ill.; Mattoon, Ill.; Olney, Ill.; Poseyville, Indiana.

The object of pools is to maintain legal rates and prevent discrimination.

Freight rates at pooling points as compared with like kinds and quantities of freight at points where no pooling contract is in force are the same.

Freight delivered to and received from connecting lines on through way bills is classed as through freight; all other is local.

This Company has one machine shop at Mattoon, Ill., employing about 60 men.

It has adequate facilities for rebuilding engines and cars and all character of repairs.

Work is done at the shops for the whole line; no separate account of expenses is kept as to main line or branch.

Nearly all coal hauled was Illinois coal.—Say 90%.

STATEMENT OF ACCIDENTS.

KILLED AND INJURED DURING THE YEAR.

| No. | Name of person. | Occupation. | Cause of accident. | Date of accident. | Whole line. | | | In Illinois. | | |
|---------------|------------------|----------------|------------------------------------|-------------------|-------------|----------|--|--------------|----------|--|
| | | | | | Killed. | Injured. | | Killed. | Injured. | |
| 1 | D. Clark. | Brakeman. | While coupling. | July 15, 1885. | | | | | | |
| 2 | Geo. Shary. | " not on duty. | Fell between engine and car. | Aug. 20 " | | | | | | |
| 3 | Geo. Bowring. | Unknown. | Lay on track intoxicated. | Sept. 1 " | | | | | | |
| 4 | T. A. Disher. | " " | Jumped from moving train. | Aug. 29 " | | | | | | |
| 5 | W. Wakefield. | " " | In wagon struck at crossing. | Oct. 9 " | | | | | | |
| 6 | S. Williams. | Brakeman. | Walking between moving cars. | Oct. 19 " | | | | | | |
| 7 | M. E. Conlin. | Engineer. | Jumped from moving engine. | Jan. 12, 1886. | | | | | | |
| 8 | John Kelly. | Unknown. | Dead. On track. | Dec. 22, 1885. | | | | | | |
| 9 | M. Hedron. | Brakeman. | Wet gloves stuck to cold draw bar. | Feb. 2, 1886. | | | | | | |
| 10 | Wm. Foley. | Switchman. | Coupling. | Feb. 23 " | | | | | | |
| 11 | Jennie Thompson. | Unknown. | Suicide. | April 23 " | | | | | | |
| 12 | Unknown. | " " | Struck by train. | May 21 " | | | | | | |
| 13 | C. C. Grothbury. | " " | Jumping on moving train. | June 1 " | | | | | | |
| 14 | J. R. Hirth. | " " | Suicide. | June 8 " | | | | | | |
| Total..... | | | | | 7 | 7 | | 6 | 6 | |
| Employés..... | | | | | 7 | 5 | | 6 | 5 | |
| Others..... | | | | | | 2 | | | 1 | |
| Total..... | | | | | 7 | 7 | | 6 | 6 | |

Character of injury.

Finger mashed.
Fatal.
Bruised.
Fatal.
Lost both feet.
Ankle sprained.
Fatal.
Lost two fingers.
Finger bruised.
Fatal.
Bruised.
Fatal.

PEORIA AND PEKIN UNION RAILWAY.

ORGANIZATION AND CONSTRUCTION.

This Company was organized September 28, 1880, under the general law of 1872 and its amendments, and commenced operating February 1, 1881.

It acquired by purchase the line from Pekin to Peoria, formerly owned by the Peoria, Pekin and Jacksonville Railroad Company; also the line from Pekin to Peoria, formerly owned by the Peoria and Springfield Railroad Company.

It leases some tracks and depot grounds in Peoria from the Wabash, St. Louis and Pacific Railway Company for an annual rental of \$7,000.00.

This Company leases the use of its main tracks and terminal facilities to the Wabash, St. Louis and Pacific Railway Company, the Indiana, Bloomington and Western Railway Company, the Peoria, Decatur and Evansville Railway Company and the Peoria and Jacksonville Railway Company, for an annual rental from each of \$22,500.00, and a proportion of maintenance of main track, based on wheelage; and leases to the Receiver of the Illinois Midland Railway the use of its terminal facilities at Peoria, for an annual rental of \$13,000.

This Company now leases to the Central Iowa Railway the use of its terminal facilities at Peoria, and about one mile of its main track, for an annual rental of \$13,500.00.

This Company reserves to itself the entire local business between Pekin and Peoria.

OFFICERS.

| | |
|--|-----------------|
| President, A. L. Hopkins..... | New York, N. Y. |
| Vice-President, C. R. Cummings..... | Chicago, Ill. |
| General Attorney, John S. Lee..... | Peoria, Ill. |
| Secretary, R. A. Bunker..... | Peoria, Ill. |
| Treasurer, R. A. Bunker..... | Peoria, Ill. |
| Auditor, Thos. B. Burnett..... | Peoria, Ill. |
| General Superintendent, Thos. B. Burnett..... | Peoria, Ill. |
| Assistant Superintendent and Road Master, F. B. Ogden..... | Peoria, Ill. |
| Chief Engineer, Traffic Manager, General Freight Agent, General Passenger Agent, General Ticket Agent, Purchasing Agent, Thos. B. Burnett..... | Peoria, Ill. |
| Superintendent of Telegraph, I. H. Morrison..... | Peoria, Ill. |
| Master Mechanic, R. F. Hurd..... | Peoria, Ill. |

General office at Peoria, Illinois,

DIRECTORS.

| | |
|----------------------|-----------------|
| A. L. Hopkins..... | New York, N. Y. |
| Jay Gould..... | New York, N. Y. |
| John T. Terry..... | New York, N. Y. |
| Solon Humphreys..... | New York, N. Y. |
| O. D. Ashley..... | New York, N. Y. |
| Nelson Robinson..... | New York, N. Y. |
| John T. Martin..... | New York, N. Y. |
| Austin Corbin..... | New York, N. Y. |
| Henry Graves..... | New York, N. Y. |
| C. R. Cummings..... | Chicago, Ill. |
| James T. Howe..... | St. Louis, Mo. |
| J. J. Fletcher..... | Cairo, Ill. |

Date of annual election: Second Tuesday in March.

CAPITAL STOCK.

Amount of common stock..... \$1,000,000 00

The capital stock is held as follows:

Number of stockholders in Illinois—W., St. L. & P. R'y Co..... 2,497 shares.
 Number elsewhere—W., St. L. & P. R'y Co..... 2,497 "
 Amount of stock held in Illinois—L. B. & W. R'y Co..... 2,497 "
 Number of shares held in Illinois—P., D. & E. R'y Co..... 2,497 "

And each director has one share.

FUNDED DEBT IN DETAIL.

| Name of Bond. | When issued. | When due. . . | Interest. | | Amount of bonds. |
|--------------------|--------------|---------------|----------------|----------------|--------------------------|
| | | | Rate per cent. | When payable. | Amount paid during year. |
| 1st mortgage | 1881 | 1921 | 6 | Quarterly..... | \$90,000 00 |
| 2d mortgage..... | 1885 | | 4½ | Semi-annually | 45,000 00 |
| Total..... | | | | | \$135,000 00 |
| | | | | | \$3,000,000 00 |

Average bonded debt per mile for 18 miles, \$166,667.00.

NOTE.—Nov. 1, 1885, \$1,500,000.00 2d mortgage bonds, as above, were issued to replace an equal amount of income bonds canceled. A dividend on the income bonds, amounting to \$14,970.00, was declared and paid at that date, in addition to the amount of interest stated above.

UNFUNDED DEBT IN DETAIL.

| On What Account. | Amount. |
|---|--------------|
| Interest accrued but not due..... | \$31,747 50 |
| Notes due, unpaid; interest paid on same during the year, \$8,640.00..... | 119,791 12 |
| Total interest paid..... | \$8,640 00 |
| Total | \$151,538 62 |

TOTAL LIABILITIES.

COMMON STOCK AND FUNDED AND UNFUNDED DEBT.

| Stocks and Bonds. | Total. |
|--------------------|----------------|
| Common stock | \$1,000,000 00 |
| Bonded debt | 3,000,000 00 |
| Floating debt..... | 151,538 62 |
| Aggregate | \$4,151,538 62 |

LENGTH OF TRACK.

| Main Line. | Whole line. Miles. | Main line and branches, miles. |
|-------------------------------------|-----------------------|---|
| From Peoria to Pekin | 10.4 | |
| From Peoria to Pekin | 7.6 | 18. |
| BRANCHES. | | |
| Double track on main line | | 2 |
| Sidings on main line..... | | 31.6 |
| Aggregate length of all tracks..... | | 51.6 |

Proportion of road in Illinois, all.

RAILS AND TIES.

| | | |
|-----------------------------------|--|--|
| Iron— | | |
| On road..... | | 20 ⁹ / ₁₀ miles. |
| Average weight per yard | | .52 pounds. |
| Steel— | | |
| On road | | 30 ⁷ / ₁₀ miles. |
| Average weight per yard..... | | .58 pounds. |
| Ties— | | |
| Average number per mile | | 3,000 |
| Number laid during the year | | 6,372 |

BRIDGES.

| | | | |
|---|----|--------------|-------------|
| Number of wooden in Illinois | 1 | Length | 1,041 feet. |
| Number of combination in Illinois | 1 | Length | 1,025 feet. |
| Piling..... | 37 | Length | 5,016 feet. |

FENCING.

| | |
|---------------------|---------------------------------|
| | Length in miles. |
| Post and fence..... | 10 ³ / ₁₀ |
| Wire..... | 10 ⁶ / ₁₀ |
| Hedge..... | 2 ² / ₁₀ |
| Total..... | 21 ⁷ / ₁₀ |

STATIONS.

| | |
|--------------------------|----|
| Number in Illinois..... | 11 |
| Total on whole line..... | 11 |

EQUIPMENT.

| Description. | Whole line. | Total. |
|---------------------------------------|-------------|--------|
| Locomotives— | | |
| Passenger and freight..... | 12 | 12 |
| Passenger equipment— | | |
| Coaches | 1 | 1 |
| Freight equipment— | | |
| Caboosees..... | 1 | |
| Coal cars..... | 153 | 154 |
| Total number cars of all classes..... | | 155 |

Platform and coupler used, Janney.
 Brake used, hand.

EMPLOYES.

NUMBER, CHARACTER OF SERVICE, AND ANNUAL SALARIES OF EMPLOYEES.

| Average No. employed. | Officers and Employés. | Average yearly salary. | Aggregate yearly salary. |
|-----------------------|--|------------------------|--------------------------|
| 3 | General officers..... | \$2,200 00 | \$6,600 00 |
| 1 | Assistant superintendent..... | 2,400 00 | 2,400 00 |
| 1 | Master mechanic..... | 2,100 00 | 2,100 00 |
| 1 | Road master..... | 100 00 | 100 00 |
| 33 | Clerks..... | 510 98 | 16,862 45 |
| 13 | Machinists..... | 555 37 | 7,219 89 |
| 1 | Passenger conductor..... | 960 00 | 960 00 |
| 14 | Passenger and freight engineers..... | 779 41 | 10,911 81 |
| 15 | Firemen..... | 449 18 | 6,737 71 |
| 7 | Wipers..... | 384 55 | 2,691 84 |
| 2 | Brakemen..... | 541 02 | 1,082 05 |
| 2 | Station agents not telegraph operators..... | 1,290 00 | 2,580 00 |
| 5 | Station agents also telegraph operators..... | 528 00 | 2,640 00 |
| 9 | Telegraph operators not station agents..... | 704 80 | 6,343 25 |
| 8 | Carpenters..... | 744 65 | 5,957 25 |
| 6 | Section foremen..... | 561 66 | 3,369 95 |
| 49 | Sectionmen..... | 278 34 | 13,638 75 |
| 27 | Laborers..... | 328 33 | 8,864 90 |
| 21 | Flagmen..... | 286 97 | 6,026 36 |
| 63 | Switchmen and watchmen..... | 605 12 | 38,122 60 |
| 4 | Bridge tenders and pumpers..... | 461 31 | 1,845 25 |
| 45 | Other employés..... | 408 71 | 18,392 10 |
| 330 | Total..... | | \$165,446 16 |

TRAFFIC.

PASSENGERS AND FREIGHT CARRIED.

| | Whole line. | In Illinois |
|-------------------------------|-------------|-------------|
| Total passengers carried..... | 65,010 | 65,010 |
| Local freight, in tons..... | 109,875 | 109,875 |

The above is only local business between Peoria and Pekin, and does not include through business done by lessee roads with their own trains.

FREIGHT CLASSIFIED.

| | In Illinois. Tons. |
|--|-----------------------|
| Corn..... | 435 |
| Wheat..... | 240 |
| Rye..... | 311 |
| Oats and barley..... | 1,138 |
| Flour..... | 10 |
| Provisions..... | 18 |
| Salt..... | 53 |
| Agricultural implements..... | 573 |
| Wagons and other manufactured articles..... | 616 |
| Lumber..... | 886 |
| Cattle..... | 240 |
| Hogs and sheep..... | 32 |
| Iron, lead, and other mineral products..... | 233 |
| Stone, brick, sand, lime, clay, cement and stucco..... | 263 |
| Coal..... | 102,275 |
| Coke..... | 82 |
| Merchandise..... | 1,776 |
| Other articles..... | 694 |
| Total tons..... | 109,875 |

MILEAGE.

TRAIN MILEAGE.

| Trains. | In Illinois. |
|---------------------------|--------------|
| Passenger | 47,399 |
| Freight | 39,621 |
| Mixed | 26,413 |
| Switching | 271,245 |
| Total train mileage | 384,678 |

CAR MILEAGE.

| Cars. | In Illinois. |
|-----------------------------------|--------------|
| Passenger, mail and baggage | 227,985 |
| Freight | 682,586 |
| Total car mileage | 910,571 |

INCOME.

IN ILLINOIS.

| Months. | From pas- senger department. | From freight department. | Total. |
|---------------------|------------------------------------|--------------------------------|--------------|
| 1885, July | \$1,562 87 | \$15,356 73 | \$16,919 60 |
| " August | 1,386 54 | 17,039 89 | 18,426 43 |
| " September | 1,373 77 | 22,440 25 | 23,814 02 |
| " October | 1,327 54 | 22,614 56 | 23,942 10 |
| " November | 1,237 17 | 19,101 32 | 20,338 49 |
| " December | 992 30 | 19,090 34 | 20,082 64 |
| 1886, January | 899 11 | 16,479 59 | 17,378 70 |
| " February | 976 75 | 16,604 41 | 17,581 16 |
| " March | 1,132 49 | 18,035 90 | 19,168 39 |
| " April | 1,016 12 | 15,798 81 | 16,814 93 |
| " May | 1,191 07 | 16,735 85 | 17,926 92 |
| " June | 1,176 26 | 16,072 31 | 17,248 57 |
| Total | \$14,271 99 | \$215,369 96 | \$229,641 95 |

INCOME FROM OTHER SOURCES.

| Sources. | Whole line. |
|-----------------------------------|--------------|
| From rents for use of roads | \$117,250 00 |
| " other rents | 9,882 10 |
| " miscellaneous | 2,536 54 |
| " operating elevator | 10,671 26 |
| Total | \$140,339 90 |

TOTAL INCOME FROM ALL SOURCES.

| Sources. | In Illinois. |
|-------------------------------------|--------------|
| From passenger department | \$14,271 89 |
| From freight department | 215,369 96 |
| From other sources | 140,339 90 |
| Total income from all sources | \$369,981 85 |

DEDUCTIONS MADE FROM TRANSPORTATION EARNINGS.

| Average Earnings. | Whole line. |
|--|-------------|
| Average passenger department earnings per mile | \$792 89 |
| Average freight department earnings per mile | 11,965 00 |
| Average gross transportation earnings per mile | 12,757 89 |
| Average net transportation earnings per mile | 2,548 66 |

We cannot give earnings per train mile, as part of our earnings are reported to us by lessee roads for local business carried by them on their own trains.

OPERATING EXPENSES AND TAXES.

| Items of Operating Expenses. | In Illinois. |
|--|--------------|
| Salaries general officers and clerks | \$13,005 32 |
| Law expenses | 1,703 03 |
| Insurance | 1,521 75 |
| Stationery and printing | 2,049 61 |
| Contingencies | 420 55 |
| Repairs or renewals—bridges (including culverts and cattle-guards) | 890 10 |
| Repairs or renewals—buildings | 2,946 60 |
| Repairs or renewals—fences, road-crossings or signs | 17 87 |
| Renewals of rails, ties, repairs of roadway and track | 14,283 19 |
| Repairs of locomotives | 9,082 14 |
| Fuel for locomotives | 9,503 89 |
| Water supply | 1,181 45 |
| Oil and waste | 991 69 |
| Locomotive service | 22,693 42 |
| Repairs of passenger cars | 156 86 |
| Repairs of freight cars | 15,973 43 |
| Freight train service | 39,280 33 |
| Freight train supplies | 675 51 |
| Telegraph expenses (maintenance and operating) | 1,436 31 |
| Damage to property and cattle | 169 93 |
| Personal injury | 2,889 16 |
| Agents and station service | 42,716 69 |
| Station supplies | 336 25 |
| Total operating expenses | \$183,766 08 |
| Taxes | 18,722 84 |
| Total operating expenses and taxes | \$202,488 92 |

Average operating expenses (less taxes) per mile, \$10,209 ³³/₁₀₀.

Average operating expenses (less taxes) per train mile, 20 ³/₅ cts.

Proportion of operating expenses (less taxes) to earnings, 49 ³³/₁₀₀ per cent.

EXPENSES IN ADDITION TO OPERATING EXPENSES AND TAXES.

| Paid for— | In Illinois. |
|--|--------------|
| Leased lines | \$8,597 25 |
| Interest— | |
| On funded debt | 135,000 00 |
| On unfunded debt | 8,640 00 |
| Dividends— | |
| On common stock (income bonds) | 44,970 00 |
| Operating and maintaining elevator | 8,641 25 |
| Total additional expenses | \$205,848 50 |

GENERAL EXHIBIT.

NET INCOME, DIVIDENDS, BALANCES.

| | |
|--|--------------|
| Total income | \$369,981 85 |
| Operating expenses, less taxes | 183,766 08 |
| Excess of income over operating expenses | \$186,215 77 |
| Less taxes | 18,722 84 |
| Excess of income over operating expenses and taxes | \$167,492 93 |
| Interest on funded debt | \$135,000 00 |
| Interest on unfunded debt | 8,640 00 |
| Rentals | 8,597 25 |
| | 152,237 25 |
| Net income | \$15,255 68 |
| Dividends declared—3 per cent. on income bonds | 44,970 00 |
| Balance for the year (loss) | \$29,714 32 |
| Balance (profit) last year | 191,059 63 |
| Balance (profit) | \$161,345 31 |
| Deduct elevator expenses | 8,641 25 |
| Balance (profit) carried forward to next year | \$152,704 06 |

GENERAL BALANCE SHEET

| Assets. | | Liabilities. | |
|-------------------------------------|----------------|-----------------------------------|----------------|
| Construction account | \$4,088,366 12 | Capital stock | \$1,000,000 00 |
| Equipment account | 114,994 67 | Funded debt | 3,000,000 00 |
| <i>Cash items, as follows:</i> | | <i>Unfunded debt, as follows:</i> | |
| Cash | 24,635 58 | Interest unpaid | 31,747 50 |
| Due from agents and companies | 87,828 27 | Notes payable | 119,791 12 |
| <i>Cash assets, as follows:</i> | | Vouchers and accounts | 18,813 54 |
| Materials and supplies | 7,231 58 | <i>Other liabilities.</i> | |
| | | Income account | 152,704 06 |
| Total assets | \$4,323,056 22 | Total liabilities | \$4,323,056 22 |

ADDITIONAL INFORMATION.

We have no contract with the United States Government for the transportation of mails

American Express Company does business on this road paying \$30 per month and 1½ first class on freight.

No transportation companies or "lines" do business on this road except those running over lessee roads.

No sleeping cars, dining cars or chair cars run on this road except those running over lessee roads.

No freight cars or freight of transportation companies are allowed preference in speed or order of transportation.

We have contracts with the Wabash, St. Louis & Pacific Railway Co.; Indiana, Bloomington & Western, Peoria, Decatur & Evansville and Toledo, Peoria & Western Railways allowing them to run trains over our entire road, and the use of all our terminal facilities; with the Central Iowa to run over about 3 miles of our road and the use of Peoria terminals; with the Illinois Midland for the use of our Peoria terminals, and with the Rock Island & Peoria for use of Peoria Passenger Station.

We have no pooling arrangements with other roads.

We have one machine shop located at Peoria, and employing about 20 men. It is only used for general repairs.

The average receipt per ton per mile, for the transportation of Illinois coal, for the year ending June 30, 1886, was .0467+ cents.

The gross number of tons of Illinois coal carried for the year ending June 30, 1886, was 102,275.

STATEMENT OF ACCIDENTS.

KILLED AND INJURED DURING THE YEAR.

| | Description. | In Illinois. | |
|-----------------|--------------|--------------|----------|
| | | Killed. | Injured. |
| Passengers..... | | 4 | 20 |
| Employees..... | | 1 | 6 |
| Others..... | | | |
| Total..... | | 5 | 26 |

| No. | Name of person. | Occupation. | Cause of accident. | Date of accident. | Character of injury. |
|-----|--------------------|---------------------|-----------------------------|-------------------|-------------------------|
| 1 | O'Hara, Chas. | Switchman | Coupling cars. | July 7, 1885. | Injury to back. |
| 2 | Lamson, J. R. | | | " 14 " | Injury to ankle. |
| 3 | Flanagan, J. | Not employe | Fell off engine. | " 14 " | Death. |
| 4 | Erb, Wm. | | Coupling cars. | Aug. 10 " | Arm broken. |
| 5 | Flynn, David. | | | " 26 " | Injury to foot. |
| 6 | Sullivan, M. | Sectionman. | Passing between cars. | Sept. 11 " | Death. |
| 7 | Patterson, Wm. | Brakemen, W.S. L.P. | Caught on bridge. | " 11 " | Injury to back. |
| 8 | Wright, W. F. | Switchman. | Jumping from car. | " 27 " | Bruised. |
| 9 | Sargent, Jas. | Not employe | Knocked off bridge. | Oct. 4 " | Injury to finger. |
| 10 | Hinman, C. | Switchman. | Coupling cars. | " 9 " | |
| 11 | Flynn, Jerry. | | | " 26 " | |
| 12 | Collins, Thomas. | Not employe | Fell from L. B. & W. train. | Nov. 5 " | Injury to back. |
| 13 | Cady, Geo. | Switchman. | Coupling cars. | Sept. 22 " | Injury to finger. |
| 14 | Dougherty, Mrs. M. | Not employe | Walking on track. | Nov. 15 " | Injury to leg and face. |
| 15 | Peterson, Jno. | Fireman. | Tank beam broke. | " 21 " | Injury to face. |
| 16 | Richardson, C. | Switchman. | Coupling cars. | " 13 " | Injury to hand. |
| 17 | Lyons, Jno. | | Fell from car. | Dec. 1 " | Death. |
| 18 | Bruer, A. | " | Coupling cars. | " 27 " | |
| 19 | Watson, A. O. | " | | " 7 " | Injury to hand. |
| 20 | Samson, Sam'l. | " | Fell from engine. | " 11 " | Injury to thigh. |

Statement of Accidents—Continued.

| No. | Name of person. | Occupation. | Cause of accident. | Date of accident. | Character of injury. |
|-----|-----------------|-----------------------------|------------------------|-------------------|----------------------|
| 21 | Clark, Walter. | Not employé | Fell from I. M. train. | Dec. 29, 1885. | Bruised. |
| 22 | Baden, Henry. | Switchman | Coupling cars. | Jan. 6, 1886. | Arm off. |
| 23 | Jones, L. L. | " | " | Feb. 4 " | Injury to back. |
| 24 | Davis, Wm. | " | " | " 9 " | Injury to finger. |
| 25 | Lewis, Wm. | " | Fell from car. | " 24 " | Injury to ankle. |
| 26 | Warner, G. W. | " | Coupling cars. | " 24 " | Death. |
| 27 | Moore, J. W. | " | " | Mar. 4 " | Injury to thumb. |
| 28 | Clark, C. F. | " | Stepping from engine. | Mar. 5 " | Injury to ankle. |
| 29 | Welsh, E. | " | Coupling cars. | Apr. 10 " | Injury to finger. |
| 30 | Montgomery, C. | Not employé | Walking on track. | " 12 " | Bruised. |
| 31 | Carlston, G. | Car repairer T. P. & W. Ry. | Getting on train. | May 2 " | Injury to foot. |

THE ROCK ISLAND AND PEORIA RAILWAY.

ORGANIZATION AND CONSTRUCTION.

The Peoria and Rock Island Railway Company was chartered March 7, 1867, and on the 30th day of September, 1869, consolidated its stock, franchises and property with the stock franchises and property of the Rock Island and Peoria Railroad Company (chartered about 1854) then owning about eleven miles of road, running from Rock Island to Coal Valley. The line from Rock Island to Peoria, 91 miles, was put in operation January 1, 1872.

The Peoria and Rock Island Railway, with all its property, was sold by order of the United States Circuit Court, on the 4th day of April, 1877, under a foreclosure of its first mortgage, and was purchased for the bond holders, by R. R. Cable, for the sum of \$550,000.00.

The bond holders then organized the present Rock Island and Peoria Railway Company, under the general laws of Illinois, Oct. 9, 1877.

The Rock Island and Peoria Railway Company on the first day of July, 1886, leased for a term of nine hundred and ninety-nine years, the railroad and all the property of the Rock Island and Mercer County Railroad Company, a corporation organized under the general law of Illinois, in May, 1876, consideration, \$450,000.00.

The line so leased extends from Milan, Ill., to Cable, Ill., a distance of twenty-two miles, was built in the year 1876, and opened for business December 1, of that year.

OFFICERS.

| | |
|---|-------------------|
| President, Cornelius Lynde | Rock Island, Ill. |
| Vice-President, R. R. Cable | Chicago, Ill. |
| Secretary and Treasurer, H. B. Sudlow | Rock Island, Ill. |
| Auditor, H. C. Whitridge | Rock Island, Ill. |
| General Superintendent, H. B. Sudlow | Rock Island, Ill. |
| General Freight and Ticket Agent, R. Stockhouse | Rock Island, Ill. |
| Purchasing Agent, H. B. Sudlow | Rock Island, Ill. |
| Master Mechanic, Joseph Elder | Peoria, Ill. |
| General Road Master, J. E. Breckenridge | Galva, Ill. |

General office at Rock Island, Ill.

DIRECTORS.

| | |
|------------------------|-------------------|
| Cornelius Lynde | Rock Island, Ill. |
| H. B. Sudlow | Rock Island, Ill. |
| R. R. Cable | Chicago, Ill. |
| H. H. Porter | Chicago, Ill. |
| Thos. F. Withrow | Chicago, Ill. |
| David Dows | New York, N. Y. |
| W. H. Decker | Davenport, Ia. |

Date of annual election: Second Tuesday in June.

CAPITAL STOCK.

| | |
|--|----------------|
| Amount of common stock | \$1,500,000 00 |
| Number of stockholders in Illinois | 13 |
| Number elsewhere | 105 |
| Amount of stock held in Illinois | \$467,000 00 |
| Number of shares held in Illinois | 4,670 |

FUNDED DEBT IN DETAIL.

| Name of bond. | When issued. | When due. | Interest. | | Amount of bonds. | |
|-----------------------|---------------|--------------|-------------------|---------------|------------------|--------------------------|
| | | | Rate per cent.... | When payable. | | Amount paid during year. |
| First mortgage..... | Aug. 26, 1878 | Jan. 1, 1900 | 10 | Jan. and July | \$15,000 00 | \$150,000 00 |
| Consolidat'd 1st m'ge | July 1, 1885 | July 1, 1925 | 6 | | 27,000 00 | 450,000 00 |
| Total..... | | | | | \$42,000 00 | \$600,000 00 |

Average bonded debt per mile for 113 miles \$5,309 73

TOTAL LIABILITIES.

COMMON STOCK AND FUNDED AND UNFUNDED DEBT.

| Stocks and bonds. | Total. |
|---------------------------------------|----------------|
| Common stock..... | \$1,500,000 00 |
| Bonded debt..... | 600,000 00 |
| Floating debt..... | 27,584 82 |
| Aggregate | \$2,127,584 82 |
| Average per mile, for 113 miles | 18,584 07 |

LENGTH OF TRACK.

| Main line. | Whole line miles. |
|-------------------------------------|-------------------|
| From Rock Island to Peoria..... | 91 |
| BRANCHES. | |
| From Milan to Cable..... | 22 |
| Main line and branches..... | 113 |
| Sidings on main line..... | 7.20 |
| Sidings on branches..... | 2.92 |
| Aggregate length of all tracks..... | 123.12 |

Proportion of road in Illinois, 100 per cent.

RAILS AND TIES.

| | |
|----------------------------------|------------|
| Iron— | |
| On road..... | 7 miles. |
| Average weight per yard..... | 56 pounds. |
| Steel— | |
| On road..... | 106 miles. |
| Average weight per yard..... | 56 pounds. |
| Re-laid during the year..... | 5 miles. |
| Ties— | |
| Average number per mile..... | 2,800 |
| Number laid during the year..... | 31,781 |

BRIDGES.

| | | |
|---|-----------|----------------------|
| Number of wooden in Illinois | 9 | length, 492 feet. |
| Number of iron in Illinois | 3 | length, 1,220 feet. |
| Number of trestle | 27 | length, 1,228 feet. |
| Number of combination in Illinois | 1 | length, 140 feet. |
| Number of piling in Illinois | 149 | length, 11,250 feet. |
| Total | 189 | length, 14,430 feet. |

BUILT DURING THE YEAR IN ILLINOIS.

| | | |
|------------------------|----------|---------------------|
| Number of iron | 2 | length, 760 feet. |
| Number of piling | 17 | length, 1,588 feet. |
| Total | 19 | length, 2,348 feet. |

FENCING.

| | Whole line. | |
|----------------------|------------------|--------------|
| | Length in miles. | Cost per rod |
| Post and board | 42 | \$0.95 |
| Wire, | 173 | □.75 |
| Total | 215 | ..... |

STATIONS.

| | |
|---------------------------|----|
| Number in Illinois | 24 |
| Total on whole line | 24 |

EQUIPMENT.

| Description. | Whole line. | Total. |
|--|-------------|--------|
| Locomotives— | | |
| Passenger | 3 | |
| Freight | 11 | 14 |
| Passenger equipment— | | |
| Coaches | 7 | |
| Express, baggage and mail cars | 2 | 9 |
| Freight equipment— | | |
| Box cars | 99 | |
| Stock cars | 30 | |
| Cabooses | 6 | |
| Flat cars | 30 | |
| Coal cars | 136 | |
| Other cars | 3 | 304 |
| Total number cars of all classes ..... | ..... | 313 |

Platform and coupler used, Miller.

Brake used, Westinghouse.

EMPLOYES.

NUMBER, CHARACTER OF SERVICE AND ANNUAL SALARIES OF EMPLOYEES.

| Average No. em- ployed. | Officers and Employés. | Average yearly salary. | Aggregate yearly salary. |
|-------------------------------|--|------------------------------|--------------------------------|
| 5 | General officers..... | \$2,520 00 | \$12,600 00 |
| 1 | Master mechanic | | 1,500 00 |
| 1 | Road master..... | | 1,500 00 |
| 18 | Clerks | 611 00 | 10,998 00 |
| 10 | Machinists | 650 00 | 6,500 00 |
| 2 | Passenger conductors..... | 1,080 00 | 2,160 00 |
| 7 | Freight conductors | 900 00 | 6,300 00 |
| 3 | Passenger engineers | 1,100 00 | 3,300 00 |
| 8 | Freight engineers | 1,000 00 | 8,000 00 |
| 11 | Firemen | 600 00 | 6,600 00 |
| 6 | Wipers | 465 00 | 2,790 00 |
| 2 | Baggagemen | 600 00 | 1,200 00 |
| 10 | Brakemen | 576 00 | 5,760 00 |
| 6 | Station agents not telegraph operators..... | 640 00 | 3,840 00 |
| 18 | Station agents also telegraph operators..... | 655 00 | 11,790 00 |
| 3 | Telegraph operators not station agents | 600 00 | 1,800 00 |
| 17 | Carpenters | 600 00 | 10,200 00 |
| 19 | Section foremen | 565 00 | 10,735 00 |
| 82 | Sectionmen..... | 365 00 | 29,930 00 |
| 20 | Laborers..... | 480 00 | 9,600 00 |
| 6 | Flagmen..... | 250 00 | 1,500 00 |
| 7 | Switchmen and watchmen..... | 596 00 | 4,172 00 |
| 5 | Bridge tenders and pumpers..... | 396 00 | 1,980 00 |
| 18 | Other employés..... | 635 00 | 11,430 00 |
| 285 | Total | | \$166,245 00 |

Of these employés, all are employed in Illinois, and their aggregate annual salary is \$166,245.00.

TRAFFIC.

PASSENGERS AND FREIGHT CARRIED.

| | Whole line. |
|---|-------------|
| Through passengers..... | 7,834 |
| Local passengers..... | 159,137 |
| Total passengers carried..... | 157,971 |
| Number of passengers carried one mile | 3,471,001 |
| Average number cars in passenger train..... | 2 |
| Average number of miles traveled by each passenger..... | 22 |
| Average receipts per passenger per mile..... | 2.85 cts |
| Through freight in tons..... | 152,011 |
| Local freight, in tons | 218,569 |
| Total tons freight carried..... | 350,580 |
| Average tons of freight carried one mile..... | 20,553.943 |
| Average number of cars in freight train..... | 13 |
| Average number tons of freight per train..... | 156 |
| Average number tons of freight per car | 12 |
| Average receipt per ton freight per mile..... | 1.75 cts |
| Proportion freight carried in Illinois..... | 100% |

FREIGHT CLASSIFIED.

| | Whole line tons. |
|--|---------------------|
| Corn..... | 36,240 |
| Wheat..... | 11,133 |
| Rye..... | 3,214 |
| Oats and barley..... | 63,579 |
| Flour..... | 6,072 |
| Provisions..... | 1,270 |
| Salt..... | 1,417 |
| Agricultural implements..... | 4,959 |
| Furniture..... | 752 |
| Wagons and other manufactured articles..... | 2,321 |
| Lumber..... | 19,977 |
| Other forest products..... | 180 |
| Horses and mules..... | 602 |
| Cattle..... | 6,576 |
| Hogs and sheep..... | 15,126 |
| Iron, lead and other mineral products..... | 3,855 |
| Stone, brick, sand, lime, clay, cement and stucco..... | 10,748 |
| Coal..... | 128,010 |
| Coke..... | 1,713 |
| Merchandise..... | 12,862 |
| Other articles..... | 19,974 |
| Total tons..... | 350,580 |

MILEAGE.

TRAIN MILEAGE.

| Trains. | Whole line. |
|---|--------------|
| Passenger..... | \$130,850 00 |
| Freight..... | 205,950 00 |
| Construction..... | 9,900 00 |
| Switching: Passenger trains 1,850 miles; freight trains 59,125 miles..... | 51,975 00 |
| Total train mileage..... | \$398,675 00 |

INCOME.

MONTHLY TRANSPORTATION EARNINGS—WHOLE LINE.

| Months. | From pas- senger department. | From freight department. | Total. |
|--------------------|------------------------------------|--------------------------------|--------------|
| 1885, July..... | \$10,273 10 | \$24,022 39 | \$34,295 49 |
| " August..... | 10,720 44 | 28,010 73 | 38,731 17 |
| " September..... | 12,041 50 | 39,806 89 | 51,848 39 |
| " October..... | 10,197 31 | 40,947 10 | 51,144 44 |
| " November..... | 8,737 95 | 30,921 90 | 39,659 85 |
| " December..... | 9,038 86 | 44,154 12 | 53,192 98 |
| 1886, January..... | 8,009 43 | 28,784 35 | 36,893 78 |
| " February..... | 8,294 16 | 32,374 04 | 40,668 20 |
| " March..... | 9,806 27 | 34,873 16 | 44,679 43 |
| " April..... | 8,333 38 | 27,234 69 | 35,568 07 |
| " May..... | 8,201 74 | 31,045 59 | 39,247 33 |
| " June..... | 9,014 26 | 20,932 37 | 29,946 63 |
| Total..... | \$112,758 43 | \$383,107 33 | \$495,865 76 |

TOTAL INCOME FROM ALL SOURCES.

| Sources. | Whole line. |
|---|--------------|
| From passenger and freight department | \$495,865 76 |
| Total income from all sources..... | \$495,865 76 |

DEDUCTIONS MADE FROM TRANSPORTATION EARNINGS.

| Average Earnings. | Whole line. |
|---|------------------|
| Average passenger department earnings per mile..... | \$997 86 |
| train mile..... | 86 |
| Average freight department earnings per mile..... | 3,390 33 |
| train mile..... | 1 86 |
| Average gross transportation earnings per mile..... | 4,388 19 |
| train mile..... | 1 47+ |
| Average net transportation earnings per mile..... | 1,543 35 |
| train mile..... | 51 78 |
| The ratio of passenger to freight earnings was..... | As 100 is to 339 |

OPERATING EXPENSES AND TAXES.

| Items of Operating Expenses. | Whole line. |
|---|--------------|
| Salaries general officers and clerks and general office expenses..... | \$17,914 51 |
| Law expenses..... | 354 00 |
| Insurance..... | 2,166 50 |
| Stationery and printing..... | 2,922 43 |
| Outside agencies and advertising..... | 1,215 33 |
| Contingencies..... | 2,214 18 |
| Repairs or renewals—bridges (including culverts and cattle-guards)..... | 46,297 50 |
| Repairs or renewals—buildings..... | 3,582 92 |
| Repairs or renewals—fences, road-crossings or signs..... | 938 19 |
| Renewals of rails..... | 8,429 40 |
| Renewals of ties..... | 13,721 15 |
| Repairs of roadway and track..... | 51,433 30 |
| Repairs of locomotives..... | 14,926 56 |
| Fuel for locomotives..... | 21,317 39 |
| Water supply..... | 3,743 07 |
| Oil and waste..... | 2,661 28 |
| Locomotive service..... | 25,877 55 |
| Repairs of passenger cars..... | 4,693 87 |
| Train service, passenger and freight..... | 27,266 86 |
| Train supplies, passenger and freight..... | 976 84 |
| Repairs of freight cars..... | 20,546 96 |
| Tools and machinery..... | 874 06 |
| Rentals..... | 10,365 20 |
| Mileage of freight cars (debit balance)..... | 7,111 90 |
| Telegraph expenses (maintenance and operating)..... | 5,968 31 |
| Damage and loss of freight and baggage..... | 158 25 |
| Damage to property and cattle..... | 713 02 |
| Personal injury..... | 1,131 50 |
| Agents and station service..... | 20,628 96 |
| Station supplies..... | 1,312 91 |
| Total operating expenses..... | \$321,466 93 |
| Taxes..... | 19,390 54 |
| Total operating expenses and taxes..... | \$340,857 47 |

Average operating expenses (less taxes) per mile, \$284.88

Average operating expenses (less taxes) per train mile, 95 11 cts.

Proportion of operating expenses (less taxes) to earnings, 61.82 per cent.

EXPENSES IN ADDITION TO OPERATING EXPENSES AND TAXES.

| Paid for— | Whole line. |
|--------------------------------|--------------|
| Additional equipment..... | \$12,900 00 |
| Additional real estate..... | 20,120 70 |
| Additional buildings..... | 2,021 72 |
| Construction— | |
| Reducing grades..... | 3,038 20 |
| Interest on funded debt..... | 42,000 00 |
| Dividends on common stock..... | 75,000 00 |
| Total additional expenses..... | \$155,080 62 |

GENERAL EXHIBIT.

NET INCOME, DIVIDENDS, BALANCES.

| | |
|---|--------------|
| Total income..... | \$495,865 00 |
| Operating expenses, less taxes..... | 321,466 93 |
| Excess of income over operating expenses..... | \$174,398 83 |
| Less taxes..... | 19,390 54 |
| Excess of income over operating expenses and taxes..... | \$155,008 29 |
| Interest on funded debt..... | 42,000 00 |
| Net income..... | \$113,008 29 |
| Dividends declared, 5 per cent. | 75,000 00 |
| Balance for the year..... | \$38,008 29 |
| Balance (profit) last year..... | 160,378 98 |
| Balance (profit)..... | \$198,387 27 |
| Balance (profit) carried forward to next year..... | \$198,387 27 |

CHARGES TO PROPERTY DURING THE YEAR.

Dr.

| | |
|---|-------------|
| Construction and equipment— | |
| 39 new box cars..... | \$12,900 00 |
| New coal chutes, Peoria..... | 2,021 72 |
| Reducing grades..... | 3,038 20 |
| Other charges—Additional real estate..... | 20,120 70 |
| Total charges..... | \$38,080 62 |

GENERAL BALANCE SHEET.

| Assets. | | Liabilities. | |
|---|----------------|----------------------------|----------------|
| Construction and equipment account..... | \$2,243,511 60 | Capital stock..... | \$1,500,000 00 |
| Other investments as follows: | | Funded debt..... | 600,000 00 |
| Elevator stock..... | 4,000 00 | Vouchers and accounts..... | 61,662 46 |
| Cash items, as follows: | | Income account..... | 198,387 27 |
| Cash..... | 60,878 51 | | |
| Bills receivable..... | 25,000 00 | | |
| Due from agents and companies..... | 16,362 08 | | |
| U. S. Government, Post Office Department..... | 2,112 55 | | |
| Cash assets, as follows: | | | |
| Materials and supplies..... | 8,184 99 | | |
| Total assets..... | \$2,360,049 73 | Total liabilities..... | \$2,360,049 73 |

ADDITIONAL INFORMATION.

We receive from the Government for carrying the mails each way, daily, except Sunday: on main line, \$7,284.03 per annum; on branch line, \$1,166.20 per annum.

United States Express Company does business on this road. Terms \$450 per month.

We have no contracts with any transportation companies or lines.

This Company has a pooling arrangement with the Chicago, Burlington & Quincy Railroad, which operates at Galva, Ill.

This pool is on grain shipments, the object being maintenance of rates.

The freight rates at pooling points on this road are the same as at other points.

We distinguish through and local freights as follows: Through—Freights billed from stations on this road to stations on other railroads, and *vice-versa*. Local—Freight billed from one station to another on this road.

We have no machine shops in Illinois, but rent the shop and fixed tools and machinery of the Chicago, Rock Island & Pacific Railway Company at Peoria, Ill., where we employ about fifty men.

The work done there consists of repairs of locomotives and cars and the re-building of such cars as may be wrecked or destroyed.

Work is done at the shops at Peoria for the main line and branch.

The average receipt per ton per mile, for the transportation of Illinois coal, for the year ending June 30, 1886 was 2.75 cents.

The gross number of tons of Illinois coal carried for the year ending June 30, 1886, was 116,351.

STATEMENT OF ACCIDENTS.

KILLED AND ENJURED DURING THE YEAR.

| Description. | Whole line. | | In Illinois. | |
|-----------------|-------------|----------|--------------|----------|
| | Killed. | Injured. | Killed. | Injured. |
| Passengers..... | 1 | 4 | 1 | 4 |
| Employees..... | 4 | 4 | 1 | 4 |
| Others..... | | | | |
| Total..... | 5 | 4 | 5 | 4 |

| No. | Name of person. | Occupation. | Cause of accident. | Date of accident. | Character of injury. |
|-----|-----------------------|-----------------------------------|----------------------------------|--------------------|----------------------|
| 1 | Frank L. Pearce..... | Brakeman..... | Wreck at bridge, from wash-out. | Aug. 24, 1885..... | Killed. |
| 2 | Alfred P. Neeley..... | "..... | Coupling cars..... | Sept. 9 "..... | Collar bone broken. |
| 3 | Fred. Peterson..... | "..... | "..... | Oct. 5 "..... | Hand crushed. |
| 4 | J. Miller..... | "..... | "..... | Dec. 4 "..... | Fingers crushed. |
| 5 | Robert Smith..... | Coal miner..... | Crawling under cars at night. | Dec. 21 "..... | Killed. |
| 6 | Alfred P. Neeley..... | Brakeman..... | Coupling cars..... | Jan. 5, 1886..... | Fingers crushed. |
| 7 | Robert Bruner..... | Laborer, not an em- ploye..... | Drunk on track..... | Apr. 10 "..... | Killed. |
| 8 | Patrick Connelly..... | "..... | In wagon on crossing..... | May 31 "..... | " |
| 9 | Thos. Yates..... | "..... | Crossing in front of engine..... | June 2 "..... | " |

ST. LOUIS, ALTON AND TERRE HAUTE RAILROAD.

ORGANIZATION AND CONSTRUCTION.

This Company was incorporated June 24, 1862, under act approved February 28, 1861, by the purchasers of the franchises and property of the Terre Haute, Alton and St. Louis Railroad Company and the Belleville and Illinoistown Railroad Company, October 30, 1856, under act of Illinois legislature approved February 28, 1854.

The Terre Haute and Alton Railroad Company, incorporated by an act of the General Assembly of the State of Illinois, approved January 28, 1851, amendment approved February 28, 1853, granted all the rights belonging to the State in any roads theretofore constructed under the general internal improvement system, and permitted an increase of capital stock to an amount not exceeding \$4,000,000.

Amendment approved February 28, 1854, authorized the construction of a branch road from Paris, Edgar county, to eastern line of State.

Belleville and Illinoistown Railroad Company incorporated June 21, 1862.

Belleville and Southern Illinois Railroad, from Belleville to DuQuoin, 56 miles, was leased to this Company October 1, 1866, for 999 years, and operated from January 1, 1870; rental, 40 per cent. of gross earnings for first \$7,000 per mile per annum; 30 per cent. of excess above \$7,000, not exceeding \$14,000 per mile; 20 per cent. on earnings exceeding \$14,000 per mile; lessee to equip and keep the road in repair, and pay taxes thereon. Interest on \$1,100,000 first mortgage 8 per cent. bonds guaranteed by lessee company. Thomas Denny, President, New York City.

By subsequent amendment of lease, a reduction of 10 per cent. is made on all business on said leased line that is derived from or going to the Belleville and Eldorado Railroad, another leased line, and an extension of the former.

Belleville and Eldorado Railroad, from DuQuoin to Eldorado, 50 miles, leased to this Company July 1, 1880, for 985 years, for 30 per cent. on \$125,000 gross earnings per annum, and 15 per cent. on gross earnings in excess of \$125,000 per annum; lessees to equip and maintain road, and pay all taxes thereon. Interest at 7 per cent. on \$220,000 first mortgage bonds, guaranteed by lessee company. E. F. Leonard, President, Springfield, Ill.

OFFICERS.

| | |
|---|--------------------|
| President, W. Bayard Cutting | New York City. |
| Vice-President, Geo. W. Parker | St. Louis, Mo. |
| Secretary, E. F. Leonard | Springfield, Ill. |
| Treasurer, George W. Parker | St. Louis, Mo. |
| Auditor, Henry T. Nash | St. Louis, Mo. |
| General Manager, Geo. W. Parker | St. Louis, Mo. |
| Superintendent, W. S. Wilson | Belleville, Ill. |
| Chief Engineer, A. A. Stuart | St. Louis, Mo. |
| General Freight Agent, B. F. Blue | St. Louis, Mo. |
| General Passenger Agent, B. F. Blue | St. Louis, Mo. |
| General Ticket Agent, B. F. Blue | St. Louis, Mo. |
| Purchasing Agent, Geo. W. Parker | St. Louis, Mo. |
| General Baggage Agent, B. F. Blue | St. Louis, Mo. |
| Master Mechanic, P. H. Murphy | E. St. Louis, Ill. |
| Road Master, Henry Mason | Belleville, Ill. |

General office at St. Louis, Mo.

DIRECTORS.

| | |
|-------------------|---------------------|
| W. Bayard Cutting | New York City. |
| Wm. A. Wheelock | New York City. |
| Frank C. Hollins | New York City. |
| Geo. F. Peabody | New York City. |
| H. C. Stinson | New York City. |
| Geo. W. Parker | St. Louis, Mo. |
| F. M. Youngblood | Benton, Ill. |
| James A. Eads | Paris, Ill. |
| Wm. K. Murphy | Pinckneyville, Ill. |
| Eli Wiley | Charleston, Ill. |
| Levi Davis | Alton, Ill. |
| H. H. Beach | Litchfield, Ill. |
| Edward Abend | Belleville, Ill. |

Date of annual election, first Monday in June.

CAPITAL STOCK.

| | |
|------------------------------------|----------------|
| Amount of common stock | \$2,300,000 00 |
| Amount of preferred stock | 2,468,400 00 |
| Number of stockholders in Illinois | 16 |
| Number elsewhere | 196 |
| Amount of stock held in Illinois | 3,100 00 |
| Number of shares held in Illinois | 31 |

FUNDED DEBT IN DETAIL.

| Name of bond. | When issued. | When due. | Interest. | | Amount of bonds. |
|--|---------------|--------------|----------------|--------------|------------------|
| | | | Rate per cent. | When payable | |
| First mortgage | June 30, 1862 | July 1, 1894 | 7 | Jan. & July | \$1,100,000 00 |
| | | | | Apr. & Oct. | 1,100,000 00 |
| Second mortgage | June 30, 1862 | July 1, 1894 | 7 | Feb. & Aug. | 1,400,000 00 |
| | | | | May & Nov. | 1,400,000 00 |
| Second mortgage income | June 30, 1862 | July 1, 1894 | 7 | May & Nov. | 1,700,000 00 |
| Total | | | | | \$6,700,000 00 |
| Average bonded debt per mile for 207 miles | | | | | \$32,367.15 |

UNFUNDED DEBT IN DETAIL.

| On what account. | Amount. |
|------------------------------------|----------------|
| Interest unpaid | *\$228,998 52 |
| Other liabilities (dividend bonds) | 1,357,000 00 |
| Total | \$1,585,998 52 |

* This is accrued interest on bonds held in sinking fund of this Company, which the Company was enjoined from paying until suit of stockholders against trustees of sinking fund is decided.

TOTAL LIABILITIES.

COMMON AND PREFERRED STOCK AND FUNDED AND UNFUNDED DEBT.

| Stocks and Bonds. | Total. |
|---------------------------------|-----------------|
| Common stock | \$2,300,000 00 |
| Preferred stock | 2,468,400 00 |
| Bonded debt | 6,700,000 00 |
| Dividend bonds | 1,357,000 00 |
| Floating debt | 228,998 52 |
| Aggregate | \$13,054,398 52 |
| Average per mile, for 207 miles | 63,064 73 |

LENGTH OF TRACK.

| Main line. | Whole line. Miles. | Main line and branches. Miles. | In Illinois. Miles. | Main line and branches, in Illinois. |
|---|-----------------------|--------------------------------------|------------------------|--|
| From East St. Louis to Terre Haute, Ind. [Leased to Indianapolis & St. Louis Ry. Co.] | 189 | ..... | 180 | ..... |
| BRANCHES. | | | | |
| From Alton Junction to Alton | 4 | ..... | 4 | ..... |
| Road operated. { From East St. Louis to Belleville ... | 14 | ..... | 14 | ..... |
| { From Belleville to DuQuoin | 56 | ..... | 56 | ..... |
| { From DuQuoin to Eldorado | 50 | ..... | 50 | ..... |
| { From Belleville to East Carondelet .. | 17 | ..... | 17 | ..... |
| Total length of branches | 141 | ..... | 141 | ..... |
| Main line and branches | 330 | 330 | 321 | 321 |

Proportion of road in Illinois, 97.28 per cent.

RAILS AND TIES.

| | | |
|-----------------------------------|--|------------|
| Iron— | | |
| On road | | 50 miles. |
| Average weight per yard | | 50 pounds. |
| Steel— | | |
| On road | | 87 miles. |
| Average weight per yard | | 60 pounds. |
| Re-laid during the year | | 2 miles. |
| Ties— | | |
| Average number per mile | | 2,800 |
| Number laid during the year | | 36,914 |

BRIDGES.

| | | |
|-------------------------------------|---|---------------------|
| Number of wooden in Illinois, | 4 | length, 275 feet. |
| Number of iron in Illinois, | 2 | length, 314 feet. |
| Number of piling in Illinois, | | length, 3,475 feet. |
| Total | | length, 4,064 feet. |

FENCING.

| | |
|-------------------------------------|-----------------|
| Post and board | \$1 10 per rod. |
| Wire | 60 " |
| Built during the year, 11.68 miles. | |

STATIONS.

| | |
|---------------------------|----|
| Number in Illinois | 67 |
| Total on whole line | 67 |

EQUIPMENT.

| Description. | Whole line. |
|--|-------------|
| Locomotives: | |
| Passenger | 5 |
| Freight | 14 |
| Passenger equipment: | |
| Coaches | 13 |
| Baggage cars | 2 |
| Mail cars | 2 |
| Freight equipment: | |
| Box cars | 193 |
| Stock cars | 25 |
| cabooses | 4 |
| Flat cars | 40 |
| Coal cars | 675 |
| Other cars, tool | 15 |
| Total number cars of all classes | 988 |

AVERAGE LIFE OF LOCOMOTIVES, CARS, TIES, BRIDGES, ETC.

| Equipment and Superstructure. | Average life in years. |
|-------------------------------|------------------------|
| Locomotives— | |
| Passenger and freight..... | 20 |
| Cars— | |
| Passenger..... | 18 |
| Baggage..... | 15 |
| Box..... | 15 |
| Stock..... | 12 |
| Coal..... | 10 |
| Flat..... | 15 |
| Joint fastenings..... | 10 |
| Frogs..... | 4 |
| Ties— | |
| Oak..... | 7 |
| Bridges— | |
| Wooden..... | 8 |
| Piling..... | 5 |
| Fence posts..... | 8 |

EMPLOYEES.

NUMBER, CHARACTER OF SERVICE, AND ANNUAL SALARIES OF EMPLOYEES.

| Average No. employed. | Officers and Employés. | Average yearly salary. | Aggregate yearly salary. |
|-----------------------|--|------------------------|--------------------------|
| 5 | General officers..... | \$3,579 98 | \$17,899 92 |
| 1 | Master mechanic..... | 1,800 00 | 1,800 00 |
| 1 | Road master..... | 1,500 00 | 1,500 00 |
| 35 | Clerks..... | 712 29 | 24,930 24 |
| 12 | Machinists..... | 557 43 | 6,689 16 |
| 4 | Passenger conductors..... | 1,200 00 | 4,800 00 |
| 6 | Freight conductors..... | 935 12 | 5,610 72 |
| 4 | Passenger engineers..... | 1,231 83 | 4,927 32 |
| 14 | Freight engineers..... | 931 89 | 13,046 40 |
| 17 | Firemen..... | 492 54 | 8,373 24 |
| 8 | Wipers..... | 446 08 | 3,568 68 |
| 3 | Baggagemen..... | 600 00 | 1,800 00 |
| 32 | Brakemen..... | 405 27 | 12,968 88 |
| 14 | Station agents not telegraph operators..... | 345 45 | 4,836 24 |
| 12 | Station agents also telegraph operators..... | 472 84 | 5,674 08 |
| 9 | Telegraph operators not station agents..... | 467 32 | 4,205 88 |
| 34 | Carpenters..... | 481 84 | 16,382 40 |
| 23 | Section foremen..... | 537 39 | 12,360 00 |
| 132 | Sectionmen..... | 292 80 | 38,648 76 |
| 17 | Laborers..... | 282 08 | 4,795 32 |
| 2 | Flagmen..... | 208 80 | 417 60 |
| 25 | Switchmen and watchmen..... | 529 29 | 13,232 28 |
| 7 | Bridge tenders and pumpers..... | 325 71 | 2,280 00 |
| 30 | Other employes..... | 490 20 | 14,706 13 |
| 447 | Total..... | | \$225,453 25 |

Of these employés, 447 are employed in Illinois, and their aggregate annual salary is \$225,453.25.

TRAFFIC.

PASSENGERS AND FREIGHT CARRIED.

| | In Illinois. |
|---|-----------------------------------|
| Through passengers..... | 23,422 |
| Local passengers..... | 180,286 |
| Total passengers carried..... | 203,708 |
| Number of passengers carried one mile..... | 5,654,271 |
| Average number cars in passenger train..... | 3 |
| Average number of miles traveled by each passenger..... | 27.75 |
| Average receipts per passenger per mile..... | 2 ³⁶ / _{100c} |
| Average cost per passenger per mile..... | 1 ⁸³ / _{100c} |
| Through freight, in tons..... | 243,438 |
| Local freight, in tons..... | 546,684 |
| Total tons freight carried..... | 790,122 |
| Average tons of freight carried one mile..... | 36,096,183 |
| Average number of cars in freight train..... | No record. |
| Average number tons of freight per train..... | No record. |
| Average number tons of freight per car..... | No record. |
| Average receipt per ton freight per mile..... | 1 ⁶³ / _{100c} |
| Proportion freight carried in Illinois..... | 100% |

FREIGHT CLASSIFIED.

| | Whole line, tons. |
|--|----------------------|
| Corn..... | 19,041 |
| Wheat..... | 27,654 |
| Rye..... | 316 |
| Oats and barley..... | 4,109 |
| Flour..... | 43,773 |
| Provisions..... | 25,442 |
| Salt..... | 790 |
| Agricultural implements..... | 3,556 |
| Furniture..... | 6,795 |
| Wagons and other manufactured articles..... | 11,457 |
| Lumber..... | 69,452 |
| Other forest products..... | 34,449 |
| Horses and mules..... | 10,509 |
| Cattle..... | 3,793 |
| Hogs and sheep..... | 3,635 |
| Iron, lead, and other mineral products..... | 7,663 |
| Stone, brick, sand, lime, clay, cement and stucco..... | 11,773 |
| Coal..... | 432,626 |
| Coke..... | 3,184 |
| Merchandise..... | 58,627 |
| Other articles..... | 11,478 |
| Total tons..... | 790,122 |

MILEAGE.

TRAIN MILEAGE.

| Trains. | In Illinois. |
|--|--------------|
| Passenger..... | 145,864 |
| Freight..... | 155,026 |
| Mixed..... | 39,311 |
| Excursion (included in passenger)..... | |
| Construction..... | 4,980 |
| Switching: Freight trains, 70,996 miles..... | 70,996 |
| Total train mileage..... | 416,177 |

CAR MILEAGE.

| Cars. | In Illinois. |
|----------------------------------|--------------|
| Passenger, mail and baggage..... | 457,768 |
| Freight..... | 5,121,762 |
| Total car mileage..... | 5,579,530 |
| Empty freight car mileage..... | No record. |

PASSENGER MILEAGE AND FREIGHT TONNAGE.

| Passenger mileage. | In Illinois. | Freight tonnage. | In Illinois. |
|-----------------------------|--------------|----------------------------|--------------|
| Through..... | 1,658,277 | Through..... | 243,438 |
| Local..... | 3,995,994 | Local..... | 546,681 |
| Total passenger mileage.... | 5,654,271 | Total freight tonnage..... | 790,122 |

INCOME.

MONTHLY TRANSPORTATION EARNINGS—WHOLE LINE—IN ILLINOIS.

| Months. | From pas- senger department. | From freight department. | Total. |
|--------------------|------------------------------------|--------------------------------|--------------|
| 1885, July..... | \$12,751 25 | \$10,065 26 | \$52,816 51 |
| “ August..... | 12,689 87 | 47,317 04 | 60,006 91 |
| “ September..... | 14,659 36 | 60,649 59 | 75,308 95 |
| “ October..... | 19,187 40 | 67,190 01 | 86,377 41 |
| “ November..... | 13,146 18 | 56,589 09 | 69,735 27 |
| “ December..... | 17,042 59 | 55,241 05 | 72,283 64 |
| 1886, January..... | 11,575 38 | 46,605 31 | 58,180 69 |
| “ February..... | 11,352 76 | 49,834 53 | 61,187 29 |
| “ March..... | 14,297 84 | 46,111 95 | 60,409 79 |
| “ April..... | 12,198 13 | 29,039 89 | 41,238 02 |
| “ May..... | 13,688 01 | 40,318 36 | 54,006 37 |
| “ June..... | 13,078 87 | 40,190 66 | 53,269 53 |
| Total..... | \$165,667 64 | \$579,152 74 | \$744,820 38 |

INCOME FROM OTHER SOURCES.

| Sources. | Whole line. |
|---|--------------|
| From rents from use of road, actually received..... | \$450,000 00 |
| Interest and miscellaneous..... | 6,712 28 |
| Total..... | \$456,712 28 |

TOTAL INCOME FROM ALL SOURCES.

| Sources. | Whole line. | In Illinois. |
|------------------------------------|--------------|----------------|
| From passenger department..... | \$165,667 64 | \$744,820 38 |
| From freight department..... | 579,152 74 | 456,712 28 |
| From other sources..... | | |
| Total income from all sources..... | | \$1,201,532 66 |

DEDUCTIONS MADE FROM TRANSPORTATION EARNINGS.

| Average Earnings. | In Illinois. |
|--|------------------|
| Average passenger department earnings per mile | \$1,209 25 |
| Average passenger department earnings per train mile | 1 00 |
| Average freight department earnings per mile | 4,227 39 |
| Average freight department earnings per train mile | 2 36 |
| Average gross transportation earnings per mile | 5,436 64 |
| Average gross transportation earnings per train mile | 1 79 |
| Average net transportation earnings per mile | 2,764 77 |
| Average net transportation earnings per train mile | 91 |
| The ratio of passenger to freight earnings was | As 100 is to 349 |

OPERATING EXPENSES AND TAXES.

| Items of Operating Expenses. | In Illinois. |
|--|--------------|
| Salaries general officers and clerks | \$29,163 13 |
| Law expenses | 2,297 21 |
| Insurance | 1,111 25 |
| Stationery and printing | 5,078 44 |
| Outside agencies and advertising | 4,541 38 |
| Contingencies | 6,811 34 |
| Repairs or renewals—bridges (including culverts and cattle-guards) | 10,068 25 |
| Repairs or renewals—buildings | 1,822 47 |
| Repairs or renewals—fences, road-crossings or signs | 3,618 45 |
| Renewals of rails | 2,818 13 |
| Renewals of ties | 10,661 61 |
| Repairs of roadway and track | 44,551 59 |
| Repairs of locomotives | 16,450 93 |
| Fuel for locomotives | 11,610 75 |
| Water supply | 3,157 63 |
| Oil and waste | 1,565 55 |
| Locomotive service | 31,538 46 |
| Repairs of passenger cars | 9,080 54 |
| Passenger train service | 7,528 34 |
| Passenger train supplies | 863 49 |
| Repairs of freight cars | 28,773 48 |
| Freight train service | 16,904 94 |
| Freight train supplies | 1,048 07 |
| Mileage of freight cars (debit balance) | 11,812 32 |
| Telegraph expenses (maintenance and operating) | 4,095 81 |
| Damage and loss of freight and baggage | 879 42 |
| Damage to property and cattle | 1,772 37 |
| Personal injury | 1,593 90 |
| Agents and station service | 61,124 81 |
| Station supplies | 702 63 |
| Total operating expenses | \$366,046 69 |
| Taxes | 28,314 17 |
| Total operating expenses and taxes | \$394,360 86 |

Average operating expenses (less taxes) per mile, \$2,671.87.

Average operating expenses (less taxes) per train mile, 88 cts.

Proportion of operating expenses (less taxes) to earnings, 49 per cent.

EXPENSES IN ADDITION TO OPERATING EXPENSES AND TAXES.

| Paid for— | Whole line. |
|---|--------------|
| Additional equipment..... | \$33,600 00 |
| Leased lines— | |
| Belleville and Carondelet R. R..... | \$30,000 00 |
| Belleville and Eldorado R. R..... | 15,400 00 |
| Belleville and Southern Illinois R. R..... | 151,472 94 |
| Interest— | |
| On funded debt..... | 469,000 00 |
| On unfunded debt..... | 8,651 40 |
| Dividends on preferred stock (5 per cent.)..... | 123,420 00 |
| Main line expenses..... | 11,811 82 |
| Total additional expenses..... | \$843,356 16 |

GENERAL EXHIBIT.

NET INCOME, DIVIDENDS, BALANCES.

| | |
|--|----------------|
| Total income..... | \$1,201,532 66 |
| Operating expenses, less taxes..... | 377,858 49 |
| Excess of income over operating expenses..... | \$823,674 17 |
| Less taxes..... | 28,344 17 |
| Excess of income over operating expenses and taxes..... | \$795,330 00 |
| Interest on funded debt..... | \$469,000 00 |
| Interest on unfunded debt..... | 8,651 40 |
| Rentals..... | 196,872 94 |
| | 674,524 34 |
| Net income..... | \$120,805 66 |
| Dividends declared, 5 per cent..... | 123,420 00 |
| Balance for the year (deficit)..... | \$2,614 34 |
| Balance (profit) last year..... | 668,763 55 |
| Balance (profit)..... | \$666,149 21 |
| Deduct additional equipment charged to income account..... | 33,600 00 |
| Balance (profit) carried forward to next year..... | \$632,549 21 |

GENERAL BALANCE SHEET.

| Assets. | Liabilities. |
|---|-----------------------------|
| Construction and equipment account..... | Capital stock..... |
| Cash items, as follows: | Funded debt..... |
| Cash..... | Unfunded debt, as follows: |
| I. & St. L. R. R. Co..... | Interest unpaid..... |
| Bills receivable..... | Dividend bonds..... |
| Due from agents and companies..... | Other liabilities: |
| Cash assets, as follows: | Due sinking fund..... |
| Sinking fund..... | Balance income account..... |
| Total assets..... | Total liabilities..... |

LOCAL EXHIBIT OF ILLINOIS BUSINESS.

INCOME, EXPENSES, BALANCES, ETC., LINE OPERATED.

| | |
|--|--------------|
| Total income..... | \$744,820 38 |
| From freights..... | \$554,433 53 |
| From passengers..... | 153,637 09 |
| From other sources..... | 56,749 76 |
| Number of tons of local freight carried..... | 546,684 |
| Number of local passengers carried..... | 180,286 |
| Receipts per ton per mile on local freight carried..... | 1 89 |
| Receipts per passenger per mile on local passengers carried..... | 2 48 |
| Total income..... | \$744,820 38 |
| Operating expenses, (less taxes)..... | 366,046 69 |
| Taxes..... | 28,344 17 |
| Excess of income over operating expenses and taxes..... | \$350,429 52 |
| Rentals actually paid..... | \$196,872 94 |
| | 196,872 94 |
| Net income on Illinois business..... | \$153,556 38 |

FUNDED DEBT IN DETAIL.

ON PROPERTY WITHIN THE STATE.

| Name of Bond. | When issued. | When due. | Interest. | | Amount of bonds. |
|----------------------|----------------|----------------|----------------|--------------------------|------------------|
| | | | Rate per cent. | When payable. | |
| First mortgage..... | June 30, 1862. | July 1, 1894.. | 7 | Apr. & Oct. Jan. & July. | \$1,052,173 91 |
| Second mortgage..... | June 30, 1862. | July 1, 1894.. | 7 | Feb. & Aug. May & Nov. | 1,052,173 91 |
| Second mortgage..... | June 30, 1862. | July 1, 1894.. | 7 | May & Nov. | 1,339,130 43 |
| | | | | | 1,339,130 43 |
| | | | | | 1,626,086 97 |
| | | | | | \$6,408,695 65 |

UNFUNDED DEBT IN DETAIL.

ON PROPERTY WITHIN THE STATE.

| On what account. | Amount. |
|----------------------|--------------|
| Interest unpaid..... | \$219,042 07 |

TOTAL LIABILITIES.

COMMON AND PREFERRED STOCK AND FUNDED AND UNFUNDED DEBT ON PROPERTY WITHIN THE STATE.

| Stocks and bonds. | Total. |
|--------------------------------------|-----------------|
| Common stock..... | \$2,206,000 00 |
| Preferred stock..... | 2,361,078 26 |
| Bonded debt..... | 6,408,695 65 |
| Dividend bonds..... | 1,298,000 00 |
| Floating debt..... | 219,042 87 |
| Aggregate..... | \$12,486,815 98 |
| Average per mile, for 198 miles..... | \$63,064 73 |

ADDITIONAL INFORMATION.

We have a contract with the United States Government for the transportation of mails for which we receive \$15,498.25 per annum.

The Adams Express Company does business on this road at one and one-half first class rates and agreed fare for messengers. Cars are furnished and kept in repair by us. Freight is received from and delivered to our stations by the Express Company.

Sleeping cars only, owned by Southern Palace Car Co. and Illinois Central R. R. Co.; they charge \$1.50 for single berth East St. Louis to Cairo.

No freight cars or freight transportation companies or "lines" are given any preference on this road.

This road has pooling arrangements as follows:

1. "Coal Pool" with other coal carrying roads terminating at East St. Louis.
2. With St. Louis and Cairo R. R.
3. With Illinois and St. Louis R. R. and Louisville and Nashville R. R.

These contracts operate—

1. Between Mines and East St. Louis.
2. At East St. Louis, Cairo and Murphysboro.
3. At East St. Louis and Belleville.

These contracts provide for the rates in existence between the points specified, and the only object is to secure the maintenance of reasonable and uniform transportation charges and prevent unjust discriminations.

Experience has shown and demonstrated that this course is necessary to secure fair compensation to the carrier, and at the same time reasonable and uniform rates to shippers, and also to prevent common points on the road from absorbing the strictly local points by putting all stations on substantially an even basis, according to distance from market.

As to freight rates at pooling points as compared with like kinds and quantities of freight at points where no pooling contract is in force:

1. We have no coal not pooled.
2. Belleville pool rates are the Commissioners' tariff rates, with few exceptions; in no case higher.
3. Cairo pool rates are based on river rates—in no case exceeding Commissioners' tariff.
4. Murphysboro pool rates are Commissioners' tariff rates.

All freight carried between East St. Louis, Ill., and points beyond Cairo, Ill., is denominated through freight; all other is local.

We have one machine shop, located at East St. Louis, and employing about 100 men.

General repairing and rebuilding engines, cars, etc., is done there. Some new freight and coal cars are constructed but no new engines built at shops of this Company.

The work is all done for railroad in Illinois, no separate charge for branches.

The average receipt per ton per mile, for the transportation of Illinois coal, for the year ending June 30, 1886, was 1⁹/₁₀₀ cents.

The gross number of tons of Illinois coal carried for the year ending June 30, 1886 was 432,626 tons.

STATEMENT OF ACCIDENTS.

KILLED AND INJURED DURING THE YEAR.

| No. | Name of person. | Occupation. | Cause of accident. | Date of accident. | Whole line. | | | In Illinois. | | |
|----------------------|-----------------|-----------------------|---|-------------------|-------------|----------|---|--------------|---|---|
| | | | | | Killed. | Injured. | | Killed. | Injured. | |
| Description. | | | | | | | | | | |
| Passengers..... | | | | | | | | | | |
| Employees..... | | | | | | | | | | |
| Others..... | | | | | | | | | | |
| Total..... | | | | | 2 | 8 | 2 | 2 | 8 | 2 |
| | | | | | 2 | 10 | 2 | 2 | 10 | |
| Character of injury. | | | | | | | | | | |
| 1 | Victor Auer | Laborer. | Jumped from passenger train in motion | Aug. 20, 1885 | | | | | Skull fractured | |
| 2 | Edward Ash | Brakeman | Got foot caught in guard rail | Jan. 15, 1886 | | | | | Left foot cut off just above ankle | |
| 3 | A. Burbank | Baggage-man | Coupling cars. | May 28 " | | | | | Hand mashed. | |
| 4 | Geo. Concell | Brakeman. | Squeezed between car and platform. | May 26 " | | | | | Bruised about hips | |
| 5 | Wm. Diamond | " | Coupling cars. | Aug. 20, 1885 | | | | | Left foot bruised | |
| 6 | Geo. Farnshaw | " | " | Jan. 29, 1886 | | | | | Finger mashed | |
| 7 | Geo. Fisher | Switchman. | " | Dec. 29, 1885 | | | | | Squeezed between two cars | |
| 8 | W. H. Kapp | Clerk | " | Jan. 12, 1886 | | | | | Two fingers crushed | |
| 9 | Dan'l Sullivan | Laborer—not employed | Walking on track. | Sept. 17, 1885 | | | | | One arm badly torn and various bruises about body | |
| 10 | Aaron Shouse | Laborer—not employed. | Walking on main track. | Mar. 13, 1886 | | | | | Run over by train and badly mangled. Died from injuries | |
| 11 | John Sullivan | Conductor | Fell from car and was run over. | " 11 " | | | | | Both legs badly mashed, but did not require amputation | |
| 12 | Unknown | Tramp | Walking over trestle, run over by passenger train | June 30 " | | | | | Instantly killed | |

ST. LOUIS COAL RAILROAD COMPANY.

ORGANIZATION AND CONSTRUCTION.

This Company was organized October 15, 1879, and the railroad completed in August, 1880, from Carbondale to Harrison Junction, on the Cairo and St. Louis Railroad.

The length of the line then built was 9.4 miles. It also leases and operates the following railroads:

The Carbondale and Shawneetown Railroad, between Carbondale and Marion, 17½ miles, at an annual rental of \$10,608.60. President, E. C. Dawes, Cincinnati, Ohio. Date of lease, November 1, 1879. Term, 25 years.

The St. Louis Central Railway, between Murphysboro and Pinckneyville, 23½ miles. Annual rental, a guarantee of interest at 6 per cent. on its first mortgage bonds, \$350,000.00. Date of lease, January 1, 1882. Term, 45 years. President, G. W. Andrews, Murphysboro, Ill.

The Wabash, Chester and Western Railroad, from Chester to Tamaroa; distance, including Penitentiary Branch, 42.26 miles. Annual rental, a guarantee of interest at 6 per cent. per annum on \$200,000.00 first mortgage bonds, \$12,000.00, and 6 per cent. per annum on the capital stock, \$150,000.00, at the end of five years. Date of lease, April 1, 1882. Term, 45 years. President, Nathan Cole, St. Louis.

On February 25, 1885, R. J. Cavett, Receiver, took possession of the St. Louis Coal Railroad and its leased lines under order of the United States Court, and has since been operating these properties.

The Wabash, Chester and Western Railroad, a leased line, was turned over to its owners on March 16, 1885.

OFFICERS.

| | |
|---|--------------------|
| Receiver, R. J. Cavett..... | Carbondale, Ill. |
| General Solicitor, C. W. Fairbanks..... | Indianapolis, Ind. |
| Treasurer and Agent, J. E. McGettigan..... | St. Louis, Mo. |
| Auditor, Edward Brown..... | St. Louis, Mo. |
| General Superintendent, R. J. Cavett..... | Carbondale, Ill. |
| General Freight, Passenger, Ticket and Baggage Agent, C. H. Bosworth..... | Carbondale, Ill. |
| Master Mechanic, J. C. Fleming..... | Harrison, Ill. |
| General Roadmaster, James Anderson..... | Harrison, Ill. |

UNFUNDED DEBT IN DETAIL.

| On what account. | Amount. |
|--|---------------------|
| Taxes unpaid | \$2,866 45 |
| Vouchers and accounts (other than current) | 11,779 57 |
| Notes due, unpaid, account equipment | 47,400 00 |
| Other liabilities, Receiver's certificate | 41,685 66 |
| Total | \$106,702 38 |

TOTAL LIABILITIES.

UNFUNDED DEBT.

| Stocks and Bonds. | Total. |
|------------------------|---------------------|
| Floating debt | \$106,702 38 |
| Aggregate | \$106,702 38 |

LENGTH OF TRACK.

| Lines Operated. | Main line and branch's miles. | In Illinois, miles. | Main line and branch's in Illinois. |
|---|-------------------------------|---------------------|-------------------------------------|
| From Marion to Carbondale | 17 05 | | |
| From Carbondale to Harrison | 9 04 | | |
| From Murphysboro to Pinckneyville | 23 50 | | |
| Total length of branches | 49 59 | 49 59 | 49 59 |

Proportion of road in Illinois, 100%.

RAILS AND TIES.

| | |
|-------------------------------|------------|
| Iron— | |
| Average weight per yard | 56 pounds. |
| Steel— | |
| Average weight per yard | 60 pounds. |

EQUIPMENT.

| Description. | Whole line. | Total. |
|---|-------------|------------|
| Locomotives— | | |
| Passenger | 2 | |
| Freight | 2 | |
| | | 4 |
| Passenger equipment— | | |
| Coaches | 2 | |
| Baggage and combination cars | 1 | |
| | | 3 |
| Freight equipment— | | |
| Box cars | 4 | |
| Flatbooses | 4 | |
| Coal cars | 241 | |
| | | 249 |
| Total number cars of all classes | | 252 |

EMPLOYÉS.

NUMBER, CHARACTER OF SERVICE, AND ANNUAL SALARIES OF EMPLOYÉS.

| Average No. em- ployed. | Officers and Employés. | Average yearly salary. | Aggregate yearly salary. |
|-------------------------------|--|------------------------------|--------------------------------|
| 5 | General officers..... | \$1,620 00 | \$8,100 00 |
| 1 | Master mechanic..... | 1,500 00 | 1,500 00 |
| 1 | Road master..... | 840 00 | 840 00 |
| 1 | Clerk..... | 600 00 | 600 00 |
| 2 | Machinists..... | 695 86 | 1,319 72 |
| 1 | Passenger conductor..... | 1,086 80 | 1,086 80 |
| 1 | Freight conductor..... | 1,007 53 | 1,007 53 |
| 1 | Passenger engineer..... | 1,065 60 | 1,065 60 |
| 2 | Freight engineers..... | 676 28 | 1,352 56 |
| 2 | Firemen..... | 618 48 | 1,296 97 |
| 3 | Wipers..... | 405 47 | 1,216 41 |
| 1 | Baggageman..... | 655 93 | 655 93 |
| 3 | Brakemen..... | 522 30 | 1,566 90 |
| 1 | Station agent not telegraph operator..... | 780 00 | 780 00 |
| 7 | Station agents also telegraph operators..... | 622 14 | 4,355 00 |
| 1 | Telegraph operator not station agent..... | 480 00 | 480 00 |
| 5 | Carpenters..... | 586 37 | 2,931 87 |
| 5 | Section foremen..... | 453 51 | 2,267 56 |
| 20 | Sectionmen..... | 394 35 | 6,087 12 |
| 3 | Bridge tenders and pumpers..... | 521 66 | 1,565 00 |
| 4 | Other employes..... | 256 85 | 1,027 48 |
| 70 | Total..... | | \$41,174 35 |

Of these employés, 70 are employed in Illinois, and their aggregate annual salary is \$41,174.35.

TRAFFIC.

PASSENGERS AND FREIGHT CARRIED.

| | In Illinois. |
|---------------------------------|--------------|
| Local passengers..... | 39,741 |
| Total passengers carried..... | 39,741 |
| Local freight, in tons..... | 177,817 |
| Total tons freight carried..... | 177,817 |

FREIGHT CLASSIFIED.

| | In Illinois, Tons. |
|--|-----------------------|
| Corn..... | 104 |
| Wheat..... | 2,098 |
| Oats..... | 53 |
| Flour..... | 405 |
| Provisions..... | 707 |
| Salt..... | 348 |
| Agricultural implements..... | 195 |
| Furniture..... | 536 |
| Wagons and other manufactured articles..... | 558 |
| Lumber..... | 6,071 |
| Other forest products..... | 2,615 |
| Horses and mules..... | 424 |
| Cattle..... | 195 |
| Hogs and sheep..... | 704 |
| Iron, lead and other mineral products..... | 766 |
| Stone, brick, sand, lime, clay, cement and stucco..... | 1,179 |
| Coal..... | 153,135 |
| Coke..... | 1,689 |
| Merchandise..... | 3,777 |
| Other articles..... | 824 |
| Tobacco..... | 1,221 |
| Total tons..... | 177,817 |

MILEAGE.

TRAIN MILEAGE.

| Trains, | In Illinois. |
|--------------------------|--------------|
| Passenger | 50,048 |
| Freight | 22,817 |
| Total train mileage..... | 72,865 |

CAR MILEAGE.

| Cars, | In Illinois. |
|----------------------------------|--------------|
| Passenger, mail and baggage..... | 58,902 |
| Freight..... | 268,755 |
| Total car mileage..... | 327,657 |

INCOME.

MONTHLY TRANSPORTATION EARNINGS—IN ILLINOIS.

| Months. | From passenger department. | From freight department. | Total. |
|---------------------|----------------------------------|--------------------------------|-------------|
| 1885, July | \$1,872 19 | \$5,196 77 | \$7,068 96 |
| " August | 1,637 23 | 5,695 66 | 7,332 89 |
| " September | 1,546 63 | 7,090 59 | 8,637 22 |
| " October | 2,310 28 | 6,599 56 | 8,909 84 |
| " November..... | 1,281 82 | 5,605 10 | 6,886 92 |
| " December..... | 1,637 72 | 5,063 08 | 6,700 80 |
| 1886, January | 1,586 62 | 4,856 17 | 6,442 79 |
| " February | 1,306 30 | 4,939 87 | 6,246 17 |
| " March | 1,568 92 | 4,208 16 | 5,777 08 |
| " April | 1,453 62 | 3,447 67 | 4,901 29 |
| " May | 1,559 89 | 4,388 01 | 5,947 69 |
| " June | 1,751 69 | 4,527 84 | 6,282 53 |
| Total..... | \$19,515 91 | \$61,618 48 | \$81,134 39 |

INCOME FROM OTHER SOURCES.

| Sources, | In Illinois. |
|---------------------------------|--------------|
| From rents for use of road..... | \$225 00 |
| " " of equipment..... | 5,420 00 |
| Mileage from foreign roads..... | 1,821 17 |
| Total..... | \$7,466 17 |

TOTAL INCOME FROM ALL SOURCES.

| Sources, | In Illinois. |
|---|--------------|
| From passenger department..... | \$19,515 91 |
| From freight department..... | 61,618 48 |
| From other sources—mileage, rent, equipment, etc..... | 7,466 17 |
| Total income from all sources..... | \$88,600 56 |

DEDUCTIONS MADE FROM TRANSPORTATION EARNINGS.

| Average earnings. | In Illinois. |
|---|----------------|
| Average passenger department earnings per mile..... | \$383 55 |
| Average passenger department earnings per train mile..... | 39 |
| Average freight department earnings per mile..... | 1,242 55 |
| Average freight department earnings per train mile..... | 2 71 |
| Average gross transportation earnings per mile..... | 1,636 10 |
| Average gross transportation earnings per train mile..... | 1 11 |
| Average net transportation earnings per mile..... | 566 35 |
| Average net transportation earnings per train mile..... | 38½ |
| The ratio of passenger to freight earnings was..... | As 100isto 316 |

OPERATING EXPENSES AND TAXES.

| Items of Operating Expenses. | In Illinois. |
|---|--------------|
| Salaries general officers and clerks..... | \$9,135 21 |
| Law expenses..... | 195 00 |
| Insurance..... | 163 50 |
| Stationery and printing..... | 479 59 |
| Outside agencies and advertising..... | 58 17 |
| Contingencies..... | 1,262 93 |
| Repairs or renewals—bridges (including culverts and cattle-guards)..... | 2,246 92 |
| Repairs or renewals—buildings..... | 55 46 |
| Repairs or renewals—fences, road-crossings or signs..... | 56 00 |
| Renewals of ties..... | 2,461 42 |
| Repairs of roadway and track..... | 10,585 30 |
| Repairs of locomotives..... | 1,560 56 |
| Fuel for locomotives..... | 2,579 70 |
| Water supply..... | 1,298 43 |
| Oil and waste..... | 1,554 92 |
| Locomotive service..... | 5,097 01 |
| Repairs of passenger cars..... | 98 34 |
| Passenger train service..... | 2,285 46 |
| Passenger train supplies..... | 31 51 |
| Repairs of freight cars..... | 3,186 21 |
| Freight train service..... | 2,031 70 |
| Freight train supplies..... | 96 50 |
| Telegraph expenses (maintenance and operating)..... | 59 17 |
| Damage and loss of freight and baggage..... | 57 96 |
| Damage to property and cattle..... | 367 10 |
| Agents and station service..... | 5,962 67 |
| Station supplies..... | 81 91 |
| Total operating expenses..... | \$52,048 65 |
| Taxes..... | 6,945 35 |
| Total operating expenses and taxes..... | \$59,994 00 |

Average operating expenses (less taxes) per mile, \$1,069.73.

Average operating expenses (less taxes) per train mile, \$0.73.

Proportion of operating expenses (less taxes) to earnings, 65.4 %.

EXPENSES IN ADDITION TO OPERATING EXPENSES AND TAXES.

| Paid for— | In Illinois. |
|--------------------------------|--------------|
| Additional equipment..... | \$49,200 00 |
| Additional real estate..... | 600 00 |
| Extension of road..... | 1,150 65 |
| Leased lines—rentals..... | 13,909 67 |
| Rent of equipment..... | 85,420 00 |
| Foreclosure proceedings..... | 3,034 75 |
| Betterment (steel rails)..... | 560 20 |
| | 9,011 95 |
| Total additional expenses..... | \$73,875 27 |

GENERAL EXHIBIT.

NET INCOME, DIVIDENDS, BALANCES.

| | |
|---|-------------|
| Total income..... | \$88,600 56 |
| Operating expenses, less taxes..... | 53,048 65 |
| Excess of income over operating expenses..... | \$35,551 91 |
| Less taxes..... | 6,919 35 |
| Excess of income over operating expenses and taxes..... | \$28,632 56 |
| Rent of equipment..... | \$5,420 00 |
| Foreclosure proceedings..... | 3,034 75 |
| Betterments..... | 560 20 |
| Rentals..... | 13,909 67 |
| | 22,924 62 |
| Net income..... | \$5,677 94 |
| Balance for the year..... | 5,677 94 |
| Balance (profit) last year..... | 1,723 85 |
| Balance (profit)..... | \$10,401 79 |
| Balance (profit) carried forward to next year..... | 10,401 79 |

CHARGES TO PROPERTY DURING THE YEAR.

Dr

| | |
|-----------------------------|-------------|
| Construction and equipment: | |
| Extension of tracks..... | \$1,150 65 |
| Real estate..... | 600 00 |
| Equipments..... | 49,200 00 |
| Total charges..... | \$50,950 65 |

GENERAL BALANCE SHEET.

| Assets. | | Liabilities. | |
|---------------------------------------|--------------|-----------------------------------|--------------|
| Construction account | \$1,150 65 | <i>Unfunded debt, as follows:</i> | |
| Equipment account | 49,200 00 | Notes payable..... | \$47,400 00 |
| <i>Other investments, as follows:</i> | | Vouchers and accounts | 14,770 57 |
| Real estate..... | 600 00 | <i>Other liabilities:</i> | |
| St. Louis Coal R's old account..... | 47,022 79 | Taxes unpaid..... | 2,866 15 |
| St. Louis Coal equipment acct..... | 14,594 15 | Receiver's certificates..... | 34,330 00 |
| <i>Cash items, as follows:</i> | | Certificates Class A..... | 7,335 66 |
| Cash..... | 2,361 34 | Shops..... | 508 78 |
| Due from agents and companies..... | 2,684 02 | Income..... | 10,401 79 |
| Total assets..... | \$117,612 95 | Total liabilities..... | \$117,612 95 |

LOCAL EXHIBIT OF ILLINOIS BUSINESS.

INCOME, EXPENSES, BALANCES, ETC.

| | |
|--|-------------|
| From points between stations within the State— | |
| From freights..... | \$16,346 80 |
| From passengers..... | 17,709 59 |
| From terminal points within the State to local points, on business originating outside of the State— | |
| From freights..... | 6,465 89 |
| From passengers..... | 644 23 |
| From local points to terminal points within the State, on business going out of the State— | |
| From freights..... | \$8,805 79 |
| From passengers..... | 1,162 09 |
| Number of tons of local freight carried..... | 1,778 17 |
| Number of local passengers carried..... | 397 41 |

| | | |
|---|--------------|-------------|
| Total income..... | | \$88,400 56 |
| Operating expenses, (less taxes)..... | | 53,948 65 |
| Taxes..... | | 6,949 37 |
| Excess of income over operating expenses and taxes..... | | 28,492 56 |
| Rent equipment..... | \$5,420 00) | |
| Foreclosure expenses..... | 3,031 75) | \$9,011 95 |
| Betterments..... | 560 20) | |
| Rentals actually paid..... | | 13,909 67 |
| Net income on Illinois business..... | | 22,924 62 |
| | | 5,677 94 |

UNFUNDED DEBT IN DETAIL.

ON PROPERTY WITHIN THE STATE.

| On what Account. | Amount |
|--|--------------|
| Taxes unpaid..... | \$2,866 15 |
| Vouchers and accounts (other than current)..... | 14,770 57 |
| Notes due and unpaid..... | 47,400 00 |
| Other liabilities (Receiver's certificates)..... | 41,665 66 |
| Total..... | \$106,702 38 |

TOTAL LIABILITIES.

UNFUNDED DEBT ON PROPERTY WITHIN THE STATE.

| Stocks and Bonds. | Total. |
|---------------------------------------|--------------|
| Floating debt..... | \$106,702 38 |
| Aggregate..... | \$106,702 38 |
| Average per mile for 49.59 miles..... | 2,134 05 |

ADDITIONAL INFORMATION.

We have a contract with the United States Government for the transportation of mails on route No. 23,945, from Marion to Harrison, 27.20 miles, at \$12.75 per mile, \$1,162.79 per annum. On route No. 23,985, from Murphysboro to Pinekneyville, 23.21 miles, at \$12.75 per mile, \$992.22 per annum.

The Adams Express Company does business on this road at a contract of \$1,200 per year.

We have pooling arrangements with the Mobile and Ohio Railroad, operating at Murphysboro and St. Louis.

The object of forming such pool was to maintain uniform rates.

The freight rates at pooling points are the same as at other points.

We have one machine shop at Harrison, Ill., employing eight men, where ordinary repairs only are made.

The work done at the machine shop is for the whole line, which extends only in the State of Illinois, and is so charged.

The average receipt per ton per mile, for the transportation of Illinois coal, for the year ending June 30, 1886, was 1 $\frac{1}{2}$ ¢ cents.

The gross number of tons of Illinois coal carried for the year ending June 30, 1886, was 154,824.

ST. LOUIS, ROCK ISLAND AND CHICAGO RAILROAD.

ORGANIZATION AND CONSTRUCTION.

The Rockford, Rock Island and St. Louis Railroad was sold at foreclosure sale, and transferred to the St. Louis, Rock Island and Chicago Railroad Company, incorporated April 21, 1876.

The St. Louis, Rock Island and Chicago Railroad Company leased its road and property to the Chicago, Burlington and Quincy Railroad Company, which operates the road, and pays as rental the interest on the first mortgage bonds.

This Company uses 29.6 miles of the track of the Indianapolis and St. Louis Railroad, from Alton Junction to East St. Louis.

Payment is made according to agreed rates per passenger, and per ton of freight carried.

OFFICERS.

| | |
|---|------------------|
| President, J. N. A. Griswold | New York City |
| Vice-President and Auditor, J. L. Lathrop | Chicago, Ill. |
| General Solicitor, Wirt Dexter | Chicago, Ill. |
| Secretary and Treasurer, L. O. Goddard | Chicago, Ill. |
| General Manager, H. B. Stone | Chicago, Ill. |
| General Superintendent, J. D. Besler | Galesburg, Ill. |
| Assistant Superintendent, W. C. Brown | Beardstown, Ill. |
| Chief Engineer, Geo. C. Smith | Chicago, Ill. |
| General Freight Agent, E. P. Ripley | Chicago, Ill. |
| General Passenger and Ticket Agent, P. Lowell | Chicago, Ill. |
| Purchasing Agent, W. Irving | Chicago, Ill. |
| Superintendent of Telegraph, J. F. Morgan | Chicago, Ill. |
| General Baggage Agent, E. A. Sudd | Chicago, Ill. |
| Master Mechanic, G. W. Rhodes | Aurora, Ill. |

General office at corner of Adams and Franklin streets, Chicago, Ill.

Date of annual election: Wednesday after third Monday in April.

DIRECTORS.

| | |
|-------------------------|-----------------|
| J. N. A. Griswold | New York City |
| C. E. Perkins | Burlington, Ia. |
| Wirt Dexter | Chicago, Ill. |
| H. W. Weiss | Chicago, Ill. |
| J. L. Lathrop | Chicago, Ill. |
| L. O. Goddard | Chicago, Ill. |
| J. C. Pensley | Chicago, Ill. |

CAPITAL STOCK.

Amount of common stock \$3,000,000 00

FUNDED DEBT IN DETAIL.

| Name of Bond. | When issued. | When due. | Rate per cent. | Interest. | | Amount of bonds. |
|---------------------------------|--------------|--------------|----------------|-----------------|------------------------|------------------|
| | | | | When payable | Am't paid during year. | |
| W., L., R. I. & C. 7 % of 1901. | Oct. 1, 1876 | Oct. 1, 1901 | 7 | Apr. 1 & Oct. 1 | \$175,000 00 | \$2,500,000 00 |
| Total | | | | | \$175,000 00 | \$2,500,000 00 |

Average bonded debt per mile for 306.776 miles. \$8,149 27.

UNFUNDED DEBT IN DETAIL.

| On what account. | Amount. |
|--|--------------|
| Other liabilities: Due C., B. & Q. R. R. | \$974,203 41 |
| Total | \$974,203 41 |

TOTAL LIABILITIES.

COMMON STOCK AND FUNDED AND UNFUNDED DEBT.

| Stocks and bonds. | Total. |
|---------------------------------------|----------------|
| Common stock | \$3,000,000 00 |
| Bonded debt | 2,500,000 00 |
| Floating debt (due C., B. & Q. R. R.) | 974,203 41 |
| Aggregate | \$6,474,203 41 |
| Average per mile for 306.776 miles | 21,104 01 |

LENGTH OF TRACK.

| Main line. | Whole line, miles | Main line & branches, miles. | In Illinois, miles. | Main line & branches, in Illinois. |
|---|-------------------|------------------------------|---------------------|------------------------------------|
| From Sterling, Ill., to E. St. Louis, Ill. | 287.165 | | 287.165 | |
| BRANCHES. | | | | |
| From Cleveland Junction, to Cleveland, Ill. | 2.358 | | 2.358 | |
| From Keithsburg to Gladstone, Ill. | 17.253 | | 17.253 | |
| Main line and branches | 306.776 | 306.776 | 306.776 | 306.776 |
| Sidings on main line | 54.720 | | 54.720 | |
| Sidings on branches | .483 | 55.203 | .483 | 55.203 |
| Aggregate length of all tracks | | 361.979 | | 361.979 |

Proportion of road in Illinois, 100 per cent.

RAILS AND TIES.

| | |
|----------------------------------|----------------|
| Iron— | |
| On road | 117,049 miles |
| Average weight per yard..... | 54 pounds |
| Re-laid during the year..... | 6,810 miles |
| Steel— | |
| On road | 246,930 miles. |
| Average weight per yard..... | 56 pounds. |
| Re-laid during the year..... | 16,617 miles. |
| Ties— | |
| Average number per mile..... | 3,000 |
| Number laid during the year..... | 124,451 |

BRIDGES.

| | | | |
|--|-----|--------------|--------------|
| Number of piling in Illinois | 511 | Length | 41,036 feet. |
| Number of wooden in Illinois..... | 15 | Length | 2,372 feet. |
| Number of iron in Illinois..... | 2 | Length | 337 feet. |
| Number of combination in Illinois..... | 3 | Length | 973 feet |
| Total | 531 | Length | 44,718 feet |

FENCING.

| Kinds of fence. | Whole line. | |
|----------------------|------------------|---------------|
| | Length in miles. | Cost per rod. |
| Post and board | 158.01 | ..... |
| Wire..... | 235.56 | ..... |
| Total..... | 393.57 | 82cts. |

STATIONS.

| | |
|--------------------------|----|
| Number in Illinois | 62 |
| Total on whole line..... | 62 |

EQUIPMENT.

| Description. | Whole line. | Total. |
|--|-------------|--------|
| Locomotives— | | |
| Passenger | 9 | |
| Freight | 21 | 30 |
| Passenger Equipment— | | |
| Coaches..... | 14 | |
| Express and baggage cars..... | 5 | 19 |
| Freight Equipment— | | |
| Box cars..... | 386 | |
| Stock cars | 91 | |
| Capbooses..... | 15 | |
| Flat and coal cars..... | 391 | |
| Other cars | 137 | 1,023 |
| Total number cars of all classes | | 1,042 |

AVERAGE LIFE OF LOCOMOTIVES, CARS, RAILS, TIES, BRIDGES, ETC.

| Equipment and Superstructure. | | Average life in years. |
|-------------------------------|--|------------------------------|
| Locomotives— | | |
| Passenger and freight | | 13 |
| Cars— | | |
| Passenger | | 23 |
| Baggage | | 18 |
| Box | | 12 |
| Stock | | 10 |
| Coal | | 10 |
| Flat | | 10 |
| Rails— | | |
| Iron | | 5 |
| Steel | | 15 |
| Joint fastenings | | 10 |
| Frogs | | 5 |
| Ties— | | |
| Oak | | 8 |
| Cedar | | 6 |
| Bridges— | | |
| Wooden | | 14 |
| Iron | | 20 |
| Combination | | 14 |
| Trestles | | 12 |
| Piling | | 12 |
| Telegraph poles— | | |
| Cedar | | 11 |
| Fence posts | | |
| Cedar | | 10 |
| Oak | | 7 |

EMPLOYEES.

NUMBER, CHARACTER OF SERVICE, AND ANNUAL SALARIES OF EMPLOYEES.

| Average No. em- ployed. | Officers and Em ployes. | Average yearly salary. | Aggregate yearly salary. |
|-------------------------------|--|------------------------------|--------------------------------|
| 1 | General officer | \$2,400 00 | \$2,400 00 |
| 1 | Assistant and Division Superintendent | 2,400 00 | 2,400 00 |
| 1 | Master mechanic | 1,800 00 | 1,800 00 |
| 2 | Road masters | 1,200 00 | 2,400 00 |
| 52 | Clerks | 882 76 | 45,903 84 |
| 63 | Machinists | 600 74 | 37,846 80 |
| 29 | Passenger and freight conductors | 1,003 14 | 29,091 24 |
| 42 | Passenger and freight engineers | 1,069 24 | 44,908 20 |
| 46 | Firemen | 601 39 | 27,664 20 |
| 18 | Wipers | 394 69 | 7,102 92 |
| 8 | Baggage men | 497 31 | 3,978 48 |
| 58 | Brakemen | 452 20 | 26,227 68 |
| 5 | Station agents, not telegraph operators | 1,076 39 | 5,381 96 |
| 49 | Station agents, also telegraph operators | 501 61 | 25,020 00 |
| 27 | Telegraph operators, not station agents | 533 33 | 14,400 00 |
| 29 | Carpenters | 585 33 | 16,974 60 |
| 53 | Section foremen | 523 02 | 27,720 00 |
| 292 | Sectionmen | 299 86 | 87,569 64 |
| 30 | Laborers | 407 05 | 12,211 56 |
| 6 | Flagmen | 330 00 | 1,980 00 |
| 28 | Switchmen and watchmen | 680 12 | 19,043 40 |
| 8 | Bridge tenders and pumpers | 155 00 | 3,600 00 |
| 72 | Other employes | 563 48 | 40,570 68 |
| 920 | Total | \$528 53 | \$486,246 20 |

Of these employees all are employed in Illinois, and their aggregate annual salary is \$486,246.20.

TRAFFIC.

PASSENGERS AND FREIGHT CARRIED.

| | Whole line. |
|---|-------------|
| Total passengers carried | 317,432 |
| Average number cars in passenger train..... | 3.4 |
| Total tons freight carried..... | 826,231 |
| Average number of cars in freight train..... | 19.5 |
| Average number tons of freight per train..... | 148.0 |
| Average number tons of freight per car..... | 7.6 |
| Proportion freight carried in Illinois..... | 100% |

FREIGHT CLASSIFIED.

| | Whole line. Tons. |
|---|----------------------|
| Corn..... | 107,062 |
| Wheat..... | 30,371 |
| Rye..... | 4,332 |
| Oats and barley..... | 51,353 |
| Flour..... | 26,610 |
| Provisions..... | 23,921 |
| Salt..... | 1,619 |
| Agricultural implements..... | 13,061 |
| Other agriculture products..... | 11,910 |
| Wagons and other manufactured articles..... | 14,894 |
| Lumber..... | 158,377 |
| Other forest products..... | 530 |
| Horses and mules..... | 2,389 |
| Cattle..... | 12,226 |
| Hogs and sheep..... | 20,863 |
| Iron, lead, and other mineral products..... | 40,200 |
| Stone and brick..... | 10,252 |
| Coal..... | 118,092 |
| Coke..... | 303 |
| Merchandise..... | 51,413 |
| Other articles..... | 120,476 |
| Stucco, cement and lime..... | 6,067 |
| Total tons | 826,231 |

MILEAGE.

TRAIN MILEAGE.

| Trains. | Whole line. |
|--------------------------|-------------|
| Passenger | 452,548 |
| Freight..... | 631,031 |
| Mixed | 24,297 |
| Total train mileage..... | 1,107,876 |

CAR MILEAGE.

| Cars. | Whole line. |
|-----------------------------------|-------------|
| Passenger, mail and baggage | 1,539,683 |
| Freight | 12,242,715 |
| Total car mileage..... | 13,782,398 |
| Empty freight car mileage | 2,575,668 |

INCOME.

MONTHLY TRANSPORTATION EARNINGS—IN ILLINOIS.

| Months. | From passenger department. | From freight department. | Total. |
|---------------------|----------------------------------|--------------------------------|----------------|
| 1885, July | \$26,997 74 | \$71,475 87 | \$98,473 61 |
| " August | 28,481 82 | 76,887 61 | 105,369 43 |
| " September | 30,802 61 | 93,277 61 | 124,079 62 |
| " October | 41,298 22 | 94,026 89 | 135,325 11 |
| " November | 26,627 77 | 93,138 68 | 119,766 45 |
| " December | 26,169 42 | 94,343 43 | 120,512 53 |
| 1886, January | 23,728 40 | 73,168 70 | 96,897 10 |
| " February | 22,315 37 | 64,877 71 | 87,193 08 |
| " March | 26,431 74 | 75,419 06 | 101,850 80 |
| " April | 24,001 58 | 71,947 42 | 95,948 70 |
| " May | 22,982 99 | 65,315 47 | 88,298 46 |
| " June | 23,801 05 | 70,825 09 | 94,626 14 |
| Total..... | \$323,638 11 | \$944,702 94 | \$1,268,341 05 |

TOTAL INCOME FROM ALL SOURCES.

| Sources. | Whole line. |
|--|----------------|
| From passenger and freight departments | \$1,268,341 05 |
| Total income from all sources | \$1,268,341 05 |

DEDUCTIONS MADE FROM TRANSPORTATION EARNINGS.

| Average earnings. | Whole line. |
|--|------------------|
| Average passenger department earnings per mile | \$1,054 97 |
| Average passenger department earnings per train mile | 71 |
| Average freight department earnings per mile | 3,079 46 |
| Average freight department earnings per train mile | 1 45 |
| Average gross transportation earnings per mile | 4,134 43 |
| Average gross transportation earnings per train mile | 1 16 |
| Average net transportation earnings per mile | 1,086 07 |
| Average net transportation earnings per train mile | 30 |
| The ratio of passenger to freight earnings was | As 100 is to 281 |

OPERATING EXPENSES AND TAXES.

| Items of Operating Expenses. | Whole line. |
|--|--------------|
| Salaries general officers and clerks | \$47,661 79 |
| Law expenses..... | 6,658 37 |
| Insurance..... | 5,111 14 |
| Stationery, printing and advertising..... | 10,681 62 |
| Outside agencies and advertising | 14,866 22 |
| Miscellaneous expenses..... | 1,456 45 |
| Repairs or renewals—bridges (including culverts)..... | 88,677 68 |
| Repairs or renewals—buildings..... | 8,997 21 |
| Repairs or renewals—fences, road-crossings or signs..... | 5,408 24 |
| Renewals of rails..... | 14,133 54 |
| Renewals of ties..... | 56,924 39 |
| Repairs of roadway and track..... | 125,814 83 |
| Repairs of locomotives | 72,348 98 |
| Fuel for locomotives..... | 67,136 13 |
| Water supply..... | 15,862 23 |
| Oil and waste..... | 3,552 13 |
| Locomotive service..... | 93,398 69 |
| Repairs of cars..... | 74,235 00 |
| Mileage of all cars (credit balance)..... | 9,998 91 |
| Train service..... | 65,252 86 |
| Train supplies..... | 24,407 16 |
| Telegraph expenses (maintenance and operating)..... | 26,741 23 |
| Damage and loss of freight..... | 1,857 31 |
| Damage to property and cattle, and personal injury..... | 6,129 44 |
| Agents and station service..... | 88,427 79 |
| Station supplies..... | 21,514 21 |
| Total operating expenses..... | \$935,165 73 |
| Taxes..... | 42,821 65 |
| Total operating expenses and taxes..... | \$977,987 38 |

Average operating expenses (less taxes) per mile \$3,048.38.

Average operating expenses (less taxes) per train mile, \$0.84.

Proportion of operating expenses (less taxes) to earnings, 73.8 per cent

EXPENSES IN ADDITION TO OPERATING EXPENSES AND TAXES.

| Paid for— | Whole line. |
|---------------------------------|--------------|
| Additional real estate..... | \$2,104 30 |
| Additional side tracks..... | 5,189 45 |
| Filling trestles..... | 8,500 00 |
| New fences..... | 3 96 |
| Leased lines— | \$15,797 71 |
| Indianapolis and St. Louis..... | \$40,217 92 |
| Rolling stock leased..... | 13,150 00 |
| Interest— | 53,397 92 |
| On funded debt..... | 175,000 00 |
| On unfunded debt..... | 57,756 31 |
| Total additional expenses..... | \$301,951 94 |

GENERAL EXHIBIT.

NET INCOME, DIVIDENDS, BALANCES.

| | |
|--|----------------|
| Total income | \$1,268,341 05 |
| Operating expenses, less taxes | 935,165 73 |
| Excess of income over operating expenses | \$333,175 32 |
| Less taxes | 42,821 65 |
| Excess of income over operating expenses and taxes | \$290,353 67 |
| Interest on funded debt | \$175,000 00 |
| Interest on unfunded debt | 57,756 31 |
| Rentals | 55,397 92 |
| | 286,154 23 |
| Net income | \$4,199 44 |
| Balance for the year | \$4,199 44 |
| Balance (profit) last year | 409,594 99 |
| Balance (profit) | \$413,794 43 |
| Balance (profit) carried forward to next year | \$413,794 43 |

GENERAL BALANCE SHEET.

| Assets. | | Liabilities. | |
|--|----------------|---|----------------|
| Construction and equipment account | \$3,887,997 84 | Capital stock | \$3,000,000 00 |
| Other investments, as follows: | | Funded debt | 2,500,000 00 |
| Depreciation on securities | 3,000,000 00 | Other liabilities due C. E. & Q. Railroad | 974,203 41 |
| Total assets | \$6,887,997 84 | Profit and loss | 413,794 43 |
| | | Total liabilities | \$6,887,997 84 |

FUNDED DEBT IN DETAIL.

ON PROPERTY WITHIN THE STATE.

| Name of bond. | When issued. | When due. | Interest. | | Amount of bonds. |
|-------------------------------------|--------------|-------------|----------------|-------------------|--------------------------|
| | | | Rate per cent. | When payable. | Amount paid during year. |
| St. L. R. I. & C. 7 % of 1901 | Oct. | 1,1876 Oct. | 1, 1901 | 7 Apr. 1 & Oct. 1 | \$175,000 00 |
| Total | | | | | \$175,000 00 |

Average bonded debt per mile for 306.776 miles..... \$8,149 27

UNFUNDED DEBT IN DETAIL.

ON PROPERTY WITHIN THE STATE.

| On What Account. | Amount. |
|---------------------------|--------------|
| Due C. E. & Q. R. R. | \$974,203 41 |
| Total | \$974,203 41 |

TOTAL LIABILITIES.

COMMON AND PREFERRED STOCK AND UNFUNDED DEBT ON PROPERTY WITHIN THE STATE.

| Stocks and bonds. | Total. |
|---|----------------|
| Common stock..... | \$3,000,000 00 |
| Preferred stock..... | 2,500,000 00 |
| Floating debt..... | 974,203 41 |
| Aggregate | \$6,474,203 41 |
| Average per mile, for 306.776 miles | 21,104 01 |

ADDITIONAL INFORMATION.

This road has a contract with the United States Government for the transportation of mails under which mail matter is carried for small stations once each way daily, except Sunday, and for the larger stations twice each way, daily.

Earnings for year ending June 30, 1886, \$35,284.63.

The American Express Company does the usual express business and pays agreed rates to the Company for ordinary express matter. Express freight is taken at depots at small towns; at large towns the Express Company has its own offices and agents.

We have no contract with any transportation companies.

The Pullman Palace Car Company runs sleeping cars on night trains charging \$2.00 per double berth for sleeping accommodations. The Railroad Company maintains the sleeping cars, except such portions as belong to the sleeping apparatus proper, or pays an equal rate to the Pullman company for doing so. No dining or chair cars run on this line.

No preference is given to the freight cars or freight of transportation companies or "lines" doing business on this road in speed or order of transportation.

This Company has what are known as pooling arrangements with the following roads:

Wabash, Toledo, Peoria and Warsaw, Rock Island and Peoria, Chicago and North Western, and Chicago and Alton.

Such contracts operate at Rock Island, Bushnell, Chapin, East St. Louis and Whitehall.

These arrangements cover traffic between Chicago and other common points, and the pool points named are made for the purpose of maintaining reasonable and uniform freight rates, in no case higher than those established by the Illinois Board of Railroad Commissioners.

There is but little difference as a rule between rates at pooling and non-pooling points; in some cases, perhaps rates at pooling points are a little lower.

Through freight is generally considered as freight originating from or destined to some point beyond the line of our road.

We have one machine shop only of importance, located at Beardstown, Ill., and employing 146 men. The work done there consists of the ordinary repair and rebuilding work necessary from time to time.

The work done is for the line in Illinois entirely, and is charged to main line and branches, as the case may be.

The gross number of tons of Illinois coal carried for the year ending June 30, 1886, was 490,028.

STATEMENT OF ACCIDENTS.

KILLED AND INJURED DURING THE YEAR.

| Description. | | | | | Whole line | |
|-----------------|--|--|--|--|------------|----------|
| | | | | | Killed. | Injured. |
| Passengers..... | | | | | 2 | 1 |
| Employees..... | | | | | 3 | 28 |
| Others..... | | | | | 3 | 4 |
| Total..... | | | | | 5 | 33 |

| No. | Name of person. | Occupation. | Cause of accident. | Date of accident. | Character of injury. |
|-----|-----------------------|---------------------|---------------------------------------|-------------------|--|
| 1 | Henry Hender..... | Shoveler..... | Struck by boulder..... | July 3, 1885..... | Bone in wrist broken..... |
| 2 | W. T. Grissen..... | Laborer..... | Struck by steel rail..... | July 13..... | Bone in ankle broken..... |
| 3 | T. Arfman..... | Helper..... | Fell from car..... | " 25..... | Severe cut in neck..... |
| 4 | Miss Eppertson..... | Citizen..... | Struck by exploded torpedo..... | " 4..... | Breast cut..... |
| 5 | John Scullion..... | Laborer..... | Steel flew from hammer..... | Aug. 1..... | Killed..... |
| 6 | Unknown man..... | Citizen..... | Struck by train..... | " 11..... | Eye cut..... |
| 7 | A. Landstrum..... | Car repairer..... | Struck by car..... | " 20..... | Arm crushed and fire cut..... |
| 8 | Herman Davis..... | Citizen..... | Struck by train..... | " 3..... | Leg broken..... |
| 9 | H. H. White..... | Carpenter..... | Caught by timber slipping..... | " 11..... | Nose broken and head cut..... |
| 10 | J. N. Elwell..... | Laborer..... | Struck by bad car..... | " 11..... | Killed..... |
| 11 | Perry Evans..... | Brakeman..... | Run over while coupling cars..... | " 17..... | Foot mashed..... |
| 12 | Wallace Humphrey..... | Laborer..... | Food caught between draw bars..... | " 28..... | Leg broken..... |
| 13 | J. W. Schied..... | Chimney..... | Fell off engine tank..... | Oct. 11..... | Badly bruised..... |
| 14 | W. L. Seeley..... | Laborer..... | Struck by keg of nails..... | " 3..... | Finger bruised..... |
| 15 | Wm. Thum..... | Brakeman..... | Hand caught between draw bars..... | " 18..... | Arm broken and injured internally..... |
| 16 | J. C. Henry..... | Laborer..... | Caught between car and engine..... | Dec. 4..... | Hand injured..... |
| 17 | Danish Shaul..... | Brakeman..... | Caught between pipe and car..... | " 9..... | Finger mashed..... |
| 18 | E. E. Selbert..... | Car repairer..... | Caught between draw bars..... | " 12..... | Leg badly bruised..... |
| 19 | Wm. Ralsh..... | Brakeman..... | Draw bar fell on leg..... | " 26..... | Finger crushed..... |
| 20 | J. Ward..... | Brakeman..... | Hand caught between draw bars..... | Jan. 8, 1886..... | Face cut with glass..... |
| 21 | F. A. Tazewell..... | Passenger..... | Club thrown through coach window..... | " 16..... | Killed..... |
| 22 | D. Kane..... | Switchman..... | Caught between draw bars..... | " 27..... | Foot bruised..... |
| 23 | F. Menzheimer..... | Transfer agent..... | Trunk fell on foot..... | " 31..... | " |

Statement of Accidents—Continued.

| No. | Name of person. | Occupation. | Cause of accident. | Date of accident. | Character of injury. |
|-----|-----------------|------------------|--|-------------------|------------------------------------|
| 24 | R. Freizier. | Brakeman. | Hand caught between brake and lumber. | Feb. 6, 1886. | Finger mashed. |
| 25 | Hans Larson. | Section foreman. | Hand cut by hatchet. | " 9 " | Hand cut. |
| 26 | E. Fuller. | Conductor. | Fell from car door. | " 27 " | Arm dislocated at elbow and wrist. |
| 27 | Chas. Lumberg. | Shoemaker. | Struck by engine. | " 20 " | Arm broken and head cut. |
| 28 | Lew Gray. | Carpenter. | Car wheel run over foot. | " 20 " | Foot badly bruised. |
| 29 | R. E. Logan. | Foreman. | Leg run over by cars. | " 23 " | Leg mashed below knee. |
| 30 | Unknown. | | Struck by engine. | " 25 " | Killed. |
| 31 | Herman Fabn. | Citizen. | Struck by train. | Mar. 20 " | Hand badly crushed. |
| 32 | John Coons. | Switchman. | Hand caught between link and draw bar. | " 27 " | Head cut. |
| 33 | G. J. Jenks. | Car repairer. | Fell off hand car. | April 15 " | Hand badly bruised. |
| 34 | Michael Gaffy. | Brakeman. | Hand caught between draw bars. | " 23 " | Hand burned. |
| 35 | F. Cook. | Boiler maker. | Caught hold heated iron bar. | May 31 " | End of finger cut off. |
| 36 | Chas. Bonper. | Apprentice. | Cut finger with shears. | June 4 " | Two ribs fractured. |
| 37 | Wm. Smallwood. | Foreman. | Fell on coal bin. | " 7 " | Leg bruised. |
| 38 | H. Reese. | Laborer. | Fell on lumber pile. | " 9 " | |

LOUISVILLE AND NASHVILLE RAILWAY COMPANY,

Lessor of the South East and St. Louis Railway.

ORGANIZATION AND CONSTRUCTION.

The Louisville and Nashville Railroad Company was incorporated by an act of the Kentucky legislature, approved March 5, 1850.

The charter was amended March 20, 1851; December 15, 1851; March 7, 1854; January 17, 1856; February 10, 1864; February 21, 1868; March 10, 1869; March 18, 1876; March 6, 1878; January 27, 1880; February 27, 1880; April 7, 1882. In 1859 the road was built from Louisville, Ky., to Nashville, Tenn., 185 miles.

The Bardstown branch was built under a charter granted to the Bardstown and Louisville Railroad Company, approved March 6, 1856. It was sold at judicial sale, and purchased by the Louisville and Nashville Railroad Company. Length, 17.30 miles.

The Lebanon Junction and Jellico branch is 172 miles in length.

The Southern Division of the Cumberland and Ohio Railway Company was chartered in March, 1878, and leased to the Louisville and Nashville Railroad Company in 1878. It extends from Lebanon, Ky., to Greensburg, Ky., 30.50 miles.

The Glasgow Railroad Company was chartered in 1868, and leased to the Louisville and Nashville Company. It extends from Glasgow Junction to Glasgow, 10.50 miles.

The Memphis and Ohio Railroad Company was chartered in 1852. It extends from Paris, Tenn., to Memphis, Tenn., 131 miles. It was leased to the Louisville and Nashville Company in 1872.

The Memphis, Clarksville and Louisville Railroad Company was chartered in 1852. Its road extends from Guthrie, on the Kentucky line, to Paris, Tenn., a distance of 82.50 miles. It was purchased by the Louisville and Nashville Company in 1872.

The Edgefield and Kentucky Railroad Company was chartered in 1852, and consolidated with the Evansville, Henderson and Nashville Railroad, chartered in 1867. It extends from Edgefield Junction, Tenn., to Henderson, Ky., 136 miles. It was purchased by the Louisville and Nashville Company in 1879.

The St. Louis and Southeastern Railway Company was chartered by the Illinois Legislature in 1869, to build from a point on the Mississippi river opposite St. Louis, to Shawneetown, Ill. The Evansville and Southern Illinois Railway Company was chartered by the same Legislature, and authorized to build from McLeansboro, Ill., to a point on the Big Wabash river, *via* Enfield and Carmi. The Evansville, Carmi and Paducah Railroad Company was incorporated in 1869, under the laws of Indiana, and authorized to build from Evansville, Ind., to the Big Wabash river, in the general direction of Carmi, Ill. In 1840, Congress granted to the Evansville and Southern Illinois Railway Company the right to construct a bridge for railroad and other purposes across the Big Wabash river. In 1871, the St. Louis and Southeastern, and the Evansville and Southern Illinois Companies, consolidated under the name of the St. Louis and Southeastern Railroad Company, and the last named company and the Evansville, Carmi and Paducah Railroad Company consolidated immediately afterwards under the name of the St. Louis and Southeastern Railway Company. This last named company built and operated a railway from East St. Louis, Ill., to Evansville, Ind. It was subsequently sold at decretal sale, and purchased by the Southeast and St. Louis Railway Company, which was created by articles of incorporation executed in November, 1880, in accordance with acts of the Illinois Legislature. It is leased to the Louisville and Nashville Company for 49 years from January 27, 1881. It now extends from Evansville, Ind., to East St. Louis, Ill., from O'Fallon Junction Ill., to O'Fallon, Ill., and from McLeansboro, Ill., to Shawneetown, Ill., a total of 208 miles.

The South and North Alabama Railroad Company was chartered by the Alabama legislature in 1854. It extends from Decatur, Ala., to Montgomery, Ala., 182.50 miles. It is operated by the Louisville and Nashville Company for the South and North Alabama Company. A branch extends from Wetumpka, Ala., to Elmore, Ala., six miles.

The Alabama and Florida Railroad Company and the Mobile and Great Northern Railroad Company consolidated under an act of the Alabama legislature passed in 1868, and adopted the name of Mobile and Montgomery Railroad Company. It was sold at decretal

sale, and purchased by the stockholders, who organized under the name of Mobile and Montgomery Railway Company in 1874. The line was leased to the Louisville and Nashville Company for 20 years from January, 1881. It extends from Mobile, Ala., to Montgomery, Ala., 180 miles.

The Alabama and Florida Railroad Company was chartered in 1853, and sold at decretal sale to the Pensacola and Louisville Railroad Company. This road was also sold at decretal sale and purchased by the Pensacola Railroad Company, which subsequently conveyed all its property and franchises to the Louisville and Nashville Company. It extends from Pensacola, Fla., to Pensacola Junction, Ala., a distance of 45 miles.

The Selma and Gulf Railroad Company was chartered in 1858, and purchased at decretal sale by D. F. Sullivan, who sold it to the Pensacola and Selma Railroad Company, and the latter conveyed the whole property to the Louisville and Nashville Company. It extends from Selma, Ala., to Pensacola Junction, Ala., 104 miles.

The New Orleans, Mobile and Chattanooga Railroad Company was chartered in Alabama in 1866. It was purchased at decretal sale by the New Orleans, Mobile and Texas Railroad Company as reorganized, and the property was conveyed to the Louisville and Nashville Company in 1881. It extends from Mobile, Ala., to New Orleans, La., 141 miles.

The Pontchartrain Railroad Company was chartered in 1830. It extends from New Orleans, La., to Lake Pontchartrain, 5 miles, and is operated by the Louisville and Nashville Company.

The Western Railroad Company of Alabama was chartered in 1860. It is leased by the Louisville and Nashville Company, and extends from Montgomery, Ala., to Selma, Ala., 50 miles.

The Louisville, Harrod's Creek and Westport Railroad Company is a narrow-gauge line operated by the Louisville and Nashville Company, and extending from Louisville, Ky., to Prospect, Ky., 11 miles.

The Louisville and Frankfort Railroad Company was chartered in 1847, and the Lexington and Frankfort Railroad Company in 1848, the former line running from Louisville, Ky., to Lexington, Ky., 94 miles, and the latter from LaGrange, Ky., to Cincinnati, Ohio, 82 miles. The two companies were authorized to operate and manage their roads together as one road, which they did until consolidated in 1869 under the name of the Louisville, Cincinnati and Lexington Railroad Company. It was operated for several years by a receiver appointed by the Louisville Chancery Court, and then purchased by the Louisville, Cincinnati and Lexington Railway Company, which conveyed all its property to the Louisville and Nashville Company in 1881.

The Shelby Railroad Company, running from Anchorage, Ky., to Shelbyville, Ky., 19 miles, was leased in 1879 for 30 years by the Louisville and Nashville Company.

The Louisville, Cincinnati and Lexington Railway Company's branch, from Shelbyville, Ky., to Bloomfield, Ky., 26 miles, was leased in 1879 by the Louisville and Nashville Company for 30 years.

OFFICERS.

| | |
|--|-----------------|
| President, M. H. Smith | Louisville, Ky. |
| First Vice-President, Ex. Norton | New York, N. Y. |
| Second Vice-President, A. M. Quarrier | Louisville, Ky. |
| General Solicitor, Russell Houston | Louisville, Ky. |
| Secretary, R. K. Warren | Louisville, Ky. |
| Treasurer, William W. Thompson | Louisville, Ky. |
| Auditor of Receipts, Edward Rowland | Louisville, Ky. |
| Auditor of Disbursements, R. E. Sewell | Louisville, Ky. |
| Comptroller, Cushman Quarrier | Louisville, Ky. |
| General Manager, J. T. Harahan | Louisville, Ky. |
| Resident Engineer, R. Montfort | Louisville, Ky. |
| General Freight Agent, J. M. Culp | Louisville, Ky. |
| General Passenger and Ticket Agent, C. R. Atmore | Louisville, Ky. |
| Purchasing Agent, P. P. Houston | Louisville, Ky. |
| General Baggage Agent, J. B. Browning | Louisville, Ky. |
| Superintendent Machinery, H. Middleton | Louisville, Ky. |

General office at Louisville, Ky.

DIRECTORS.

| | |
|--------------------|-----------------|
| Arnold Marcus | New York, N. Y. |
| J. S. Rogers | New York, N. Y. |
| J. H. Inman | New York, N. Y. |
| J. A. Horsey | New York, N. Y. |
| Thos. Rutter | New York, N. Y. |
| F. W. Foote | New York, N. Y. |
| J. D. Probst | New York, N. Y. |
| Ex. Norton | New York, N. Y. |
| J. H. Lindenberger | New York, N. Y. |
| J. A. Carter | New York, N. Y. |
| J. B. Wilder | New York, N. Y. |
| M. H. Smith | New York, N. Y. |
| J. D. Taggart | New York, N. Y. |

Date of annual election: First Wednesday in October.

CAPITAL STOCK.

Amount of common stock\$30,000,000 00

AMOUNT AND MATURITY OF MORTGAGE DEBT.

FUNDED DEBT IN DETAIL.

| Name of Bond. | When Due. | Rate per Cent. | Amount of Bonds. |
|---|----------------|----------------|------------------|
| Car-trust certificates.....\$993,000 | | | |
| Less to pay same with F. I. T. & S. D. Co.....22,000 | Oct. 1, 186-89 | 6 | \$971,000 00 |
| Car liens, L. C. & L..... | Aug. 1, 186-88 | 6 | 39,594 50 |
| City of Louisville, account Lebanon Branch..... | Nov. 1, 1886 | 6 | 135,000 00 |
| Ex..... | Oct. 15, 1893 | 6 | 353,000 00 |
| Louisville, Cincinnati & Lexington Ry. first mortgage bonds | Jan. 1, 1897 | 7 | 2,850,000 00 |
| Consolidated mortgage M. S. and branches..... | Apr. 1, 1898 | 7 | 7,070,000 00 |
| Memphis & Ohio R. R. mortgage bonds..... | June 1, 1901 | 7 | 3,500,000 00 |
| Memphis, Clarksville & Louisville R. R. mortgage bonds..... | Aug. 1, 1902 | 6 | 2,015,660 00 |
| Cecilian Branch mortgage bonds..... | Mar. 1, 1907 | 7 | 1,000,000 00 |
| L. C. & L. Ry. second mortgage bonds..... | Oct. 1, 1907 | 7 | 892,000 00 |
| E. H. and N. Division mortgage bonds..... | Dec. 1, 1919 | 6 | 2,380,000 00 |
| Pensacola Division first mortgage bonds..... | Mar. 1, 1920 | 6 | 600,000 00 |
| St. Louis Division first mortgage bonds..... | Mar. 1, 1921 | 6 | 3,500,000 00 |
| Trust bonds..... | Mar. 1, 1922 | 6 | 9,790,000 00 |
| Ten-forty adjustment bonds..... | Nov. 1, 1924 | 6 | 5,000,000 00 |
| N. O. & M. Division first mortgage bonds..... | Jan. 1, 1930 | 6 | 5,000,000 00 |
| second mortgage bonds..... | Jan. 1, 1930 | 6 | 1,000,000 00 |
| General mortgage bonds..... | June 1, 1930 | 6 | 12,207,000 00 |
| L. C. & L. Ry. general mortgage bonds..... | Nov. 1, 1931 | 6 | 50,000 00 |
| St. Louis Division second mortgage bonds..... | Mar. 1, 1980 | 3 | 3,000,000 00 |
| Total..... | | | \$61,333,254 50 |

LENGTH OF TRACK.

| Branches. | Whole line. Miles. | In Illinois, miles. |
|---|--------------------|---------------------|
| From McLeansboro to Shawneetown..... | 41.50 | 41.50 |
| From O'Fallon Junction to O'Fallon..... | 5.90 | 5.90 |
| From Evansville to East St. Louis..... | 160.60 | 133 |
| Main line and branches..... | | 180.40 |

RAILS AND TIES.

| | | |
|----------------------------------|--|---------------|
| Iron— | | |
| On road..... | | 47.40 miles. |
| Average weight per yard..... | | 52 pounds. |
| Steel— | | |
| On road..... | | 160.60 miles. |
| Average weight per yard..... | | 58 pounds. |
| Re-laid during the year..... | | 6.60 miles. |
| Ties— | | |
| Average number per mile..... | | 3,000 |
| Number laid during the year..... | | 65,000 |

BRIDGES.

| | | | |
|---|-----|-------------|--------------|
| Number of wooden in Illinois, Howe truss.... | 2 | Length..... | 502 feet. |
| Number of frame trestle in Illinois..... | 6 | Length..... | 335 feet. |
| Number of iron in Illinois, pin and link..... | 1 | Length..... | 240 feet. |
| Number of piling..... | 161 | Length..... | 13,525 feet. |
| Number of combination in Illinois..... | 2 | Length..... | 402 feet. |
| Total..... | 172 | Length..... | 15,004 feet. |

BUILT DURING THE YEAR IN ILLINOIS.

| | | | |
|--------------------------------|----|-------------|-------------|
| Number of piling, trestle..... | 26 | Length..... | 2,330 feet. |
|--------------------------------|----|-------------|-------------|

FENCING.

Built during the year in Illinois, 10 miles; cost, 75 cents per rod.

STATIONS.

| | |
|--------------------------|----|
| Number in Illinois..... | 64 |
| Total on whole line..... | 64 |

EQUIPMENT.

| Description. | Whole line. | Total. |
|---------------------------------------|-------------|--------|
| Locomotives— | | |
| Passenger..... | 82 | |
| Freight..... | 219 | |
| Switching..... | 97 | |
| | | 398 |
| Passenger equipment— | | |
| Coaches..... | 218 | |
| Parlor cars..... | 4 | |
| Officers' cars..... | 4 | |
| Express cars..... | 23 | |
| Baggage cars..... | 56 | |
| Mail cars..... | 14 | |
| | | 319 |
| Freight equipment— | | |
| Box cars..... | 4,452 | |
| Stock cars..... | 418 | |
| Cabooses..... | 179 | |
| Flat cars..... | 1,318 | |
| Coal cars..... | 2,961 | |
| Other cars..... | 792 | |
| | | 10,120 |
| Total number cars of all classes..... | | 10,439 |

Platform and coupler used: Miller.

Brake used: Westinghouse air brake.

AVERAGE LIFE OF LOCOMOTIVES AND CARS.

| Equipment and Superstructure. | Average life, in years |
|-------------------------------|------------------------|
| Locomotives— | |
| Passenger..... | 18 |
| Freight..... | 15 |
| Cars— | |
| Passenger..... | 10 |
| Baggage..... | 10 |
| Box..... | 8 |
| Stock..... | 7 |
| Coal..... | 7 |
| Flat..... | 7 |

EMPLOYEES.

NUMBER, CHARACTER OF SERVICE, AND ANNUAL SALARIES OF EMPLOYEES.

| Average No. employed. | Officers and Employés. | Average yearly salary. | Aggregate yearly salary. |
|-----------------------|--|------------------------|--------------------------|
| 15 | General officers..... | \$5,183 33 | \$77,749 92 |
| 10 | Division superintendents..... | 2,970 00 | 29,700 00 |
| 1 | Civil engineer..... | 3,600 00 | 3,600 00 |
| 9 | Master mechanics..... | 1,935 52 | 17,419 68 |
| 33 | Road masters and supervisors..... | 1,145 45 | 37,800 00 |
| 656 | Clerks..... | 706 75 | 463,629 72 |
| 1,034 | Machinists, smiths, boiler makers, etc..... | 520 17 | 537,860 16 |
| 71 | Passenger conductors..... | 916 94 | 65,102 64 |
| 214 | Freight conductors..... | 714 57 | 152,919 00 |
| 459 | Passenger and freight engineers..... | 1,037 82 | 476,360 40 |
| 512 | Firemen..... | 477 81 | 244,643 40 |
| 498 | Wipers..... | 356 19 | 177,581 00 |
| 85 | Baggagemen..... | 436 39 | 37,092 72 |
| 917 | Brakemen..... | 380 63 | 349,040 64 |
| 187 | Station agents not telegraph operators..... | 574 32 | 107,007 00 |
| 153 | Station agents also telegraph operators..... | 581 40 | 88,954 80 |
| 196 | Telegraph operators not station agents..... | 672 68 | 131,845 32 |
| 700 | Carpenters..... | 469 90 | 328,932 12 |
| 363 | Section foremen..... | 511 05 | 184,847 64 |
| 1,739 | Sectionmen..... | 191 40 | 332,842 20 |
| 1,323 | Laborers..... | 300 00 | 396,905 28 |
| 35 | Flagmen..... | 357 02 | 12,495 96 |
| 516 | Switchmen and watchmen..... | 493 60 | 254,701 80 |
| 129 | Bridge tenders and pumpers..... | 336 96 | 43,468 08 |
| 470 | Other employes..... | 700 62 | 329,295 00 |
| 10,265 | Total..... | | \$4,851,594 48 |

Of these employés 727 are employed in Illinois, and their aggregate annual salary is \$344,262.16.

TRAFFIC.

PASSENGERS AND FREIGHT CARRIED.

| | Whole line. | In Illinois |
|---|-------------|-------------|
| Through passengers..... | 445,585 | 30,528 |
| Local passengers..... | 3,428,853 | 190,831 |
| Total passengers carried..... | 3,874,438 | 221,359 |
| Number of passengers carried one mile..... | 9,107,055 | |
| Average receipts per passenger per mile..... | 2½ cts. | |
| Total tons freight carried..... | 8,078,073 | 619,301 |
| Average tons of freight carried one mile..... | 43,470,140 | |
| Average receipt per ton freight per mile..... | 1 075 cts. | |
| Proportion freight carried in Illinois..... | .0767% | |

FREIGHT CLASSIFIED.

| | Whole line. Tons. | In Illinois. Tons. |
|--|----------------------|-----------------------|
| Corn, wheat, rye, oats and barley..... | 900,809 | 52,354 |
| Flour..... | 295,568 | 38,309 |
| Provisions, bacon and lard..... | 190,836 | 3,892 |
| Other agricultural products..... | 225,527 | 6,271 |
| Agricultural implements..... | 72,038 | 3,222 |
| Wagons and other manufactured articles..... | 432,563 | 13,267 |
| Lumber..... | 776,953 | 50,171 |
| Other forest products..... | 678,654 | 43,021 |
| Horses and mules..... | 42,941 | 1,059 |
| Cattle, hogs and sheep..... | 218,658 | 5,566 |
| Iron, lead, and other mineral products..... | 77,756 | 1,069 |
| Stone, brick, sand, lime, clay, cement and stucco..... | 454,769 | 25,613 |
| Coal and ore..... | 1,126,593 | 232,483 |
| Coke..... | 94,085 | 1,818 |
| Merchandise..... | 1,042,674 | 25,935 |
| Other articles, miscellaneous..... | 300,780 | 84,425 |
| Cotton..... | 380,447 | 380 |
| Leaf tobacco..... | 153,534 | 232 |
| Green fruit and vegetables..... | 46,775 | 402 |
| Company's freight..... | 408,097 | 29,812 |
| Louisville Railway transfer..... | 158,016 | |
| Total tons..... | 8,078,073 | 619,301 |

MILEAGE.

TRAIN MILEAGE.

| Trains. | Whole line. | In Illinois. |
|--------------------------|-------------|--------------|
| Passenger..... | 3,521,401 | 265,036 |
| Freight..... | 5,085,756 | 350,186 |
| Mixed..... | 467,132 | 32,506 |
| Construction..... | 317,142 | 42,806 |
| Switching..... | 2,584,423 | 266,638 |
| Total train mileage..... | 12,575,854 | 957,172 |

CAR MILEAGE.

| Cars. | Whole line. | In Illinois. |
|----------------------------------|-------------|--------------|
| Passenger, mail and baggage..... | 18,822,818 | 1,231,417 |
| Freight..... | 103,648,216 | 5,731,829 |
| Total car mileage..... | 122,471,034 | 6,965,946 |
| Empty freight car mileage..... | 29,358,245 | 1,199,235 |

PASSENGER MILEAGE AND FREIGHT TONNAGE.

| Passenger mileage, Whole line. | In Illinois. | Freight tonnage, Whole line. | In Illinois. |
|--------------------------------|--------------|------------------------------|----------------------------|
| Through..... | 11,089,843 | 3,107,643 | Total freight tonnage..... |
| Local..... | 99,385,058 | 5,999,412 | 802,372,695 |
| Total pass. mil'ge..... | 110,474,901 | 9,107,055 | 63,470,440 |

INCOME.

MONTHLY TRANSPORTATION EARNINGS—WHOLE LINE.

| Months. | From passenger department. | From freight department. | Total. |
|--------------------|----------------------------------|--------------------------------|-----------------|
| 1885, July..... | \$351,896 81 | \$675,806 59 | \$1,027,703 40 |
| " August..... | 361,831 99 | 680,798 79 | 1,042,630 78 |
| " September..... | 355,215 84 | 761,359 38 | 1,116,605 22 |
| " October..... | 383,656 58 | 816,720 91 | 1,200,377 49 |
| " November..... | 333,781 13 | 759,708 33 | 1,093,489 46 |
| " December..... | 371,420 96 | 757,373 43 | 1,128,794 39 |
| 1886, January..... | 332,751 57 | 686,982 36 | 1,019,733 93 |
| " February..... | 302,685 21 | 718,361 21 | 1,021,046 42 |
| " March..... | 337,594 16 | 735,987 72 | 1,073,581 88 |
| " April..... | 319,220 57 | 629,462 68 | 948,683 25 |
| " May..... | 328,563 76 | 685,714 51 | 1,014,288 30 |
| " June..... | 354,681 38 | 726,554 65 | 1,081,235 03 |
| Total..... | \$4,135,712 96 | \$8,655,860 59 | \$12,791,573 55 |

IN ILLINOIS.

| Months. | From pas- senger department. | From freight department. | Total. |
|--------------------|------------------------------------|--------------------------------|--------------|
| 1885, July..... | \$21,179 83 | \$33,591 99 | \$54,771 82 |
| " August..... | 22,103 92 | 39,186 31 | 61,290 26 |
| " September..... | 23,686 78 | 40,862 19 | 64,549 27 |
| " October..... | 27,692 26 | 47,618 51 | 75,310 77 |
| " November..... | 21,789 69 | 41,614 37 | 63,404 06 |
| " December..... | 21,412 02 | 41,639 63 | 63,051 65 |
| 1886, January..... | 18,572 93 | 36,444 94 | 55,017 87 |
| " February..... | 18,369 81 | 41,228 88 | 59,598 69 |
| " March..... | 22,145 85 | 49,999 91 | 72,145 76 |
| " April..... | 21,020 49 | 39,217 54 | 60,238 03 |
| " May..... | 21,258 93 | 37,516 94 | 58,775 87 |
| " June..... | 23,297 79 | 37,149 84 | 60,447 63 |
| Total..... | \$262,411 21 | \$467,931 38 | \$729,742 59 |

INCOME FROM OTHER SOURCES.

| Sources. | Whole line. | In Illinois. |
|--------------------------------------|--------------|--------------|
| From rent of engines, cars, etc..... | \$340,236 50 | \$2,100 56 |
| " rent..... | 33,283 83 | 1,572 22 |
| " car detention, storage, etc..... | 295 35 | 9 42 |
| " bridge tolls..... | 480 00 | ..... |
| " telegraph receipts..... | 2,664 88 | 227 35 |
| " miscellaneous sources..... | 8,484 45 | ..... |
| Total..... | \$385,445 01 | \$6,909 55 |

TOTAL INCOME FROM ALL SOURCES.

| Sources. | Whole line. | In Illinois. |
|---|-----------------|--------------|
| From passenger and freight department | \$12,791,573 55 | \$729,742 59 |
| From other sources..... | 385,445 01 | 6,909 55 |
| Total income from all sources..... | \$13,177,018 56 | \$736,652 14 |

DEDUCTIONS MADE FROM TRANSPORTATION EARNINGS.

| Average Earnings. | Whole line. | In Illinois. |
|---|------------------|------------------|
| Average passenger department earnings per mile..... | \$2,040 31 | \$1,457 84 |
| Average freight department earnings per mile..... | 4,270 28 | 2,596 29 |
| Average gross transportation earnings per mile..... | 6,310 59 | 4,054 13 |
| Average net transportation earnings per mile..... | 2,258 64 | |
| The ratio of passenger to freight earnings was..... | As 100 is to 209 | As 100 is to 178 |

OPERATING EXPENSES AND TAXES.

| Items of Operating Expenses. | Whole line. | In Illinois. |
|---|----------------|--------------|
| Salaries general officers and clerks | \$310,822 46 | \$19,734 99 |
| Law expenses | 87,068 75 | 8,374 27 |
| Insurance..... | 11,987 99 | 26 40 |
| Stationery and printing..... | 94,516 99 | 8,677 41 |
| Outside agencies and advertising | 195,309 46 | 11,598 22 |
| Contingencies..... | 336,169 33 | 30,158 87 |
| Repairs or renewals—bridges (including culverts and cattle-guards)..... | 275,068 10 | 31,164 05 |
| Rent of rolling stock and facilities..... | 457,339 74 | 17,536 06 |
| Repairs or renewals—buildings..... | 99,320 77 | 7,397 74 |
| Repairs or renewals—fences, road-crossings or signs..... | 3,248 54 | 1,169 12 |
| Renewals of rails..... | 428,855 64 | 48,001 32 |
| Renewals of ties..... | 313,901 30 | 19,769 76 |
| Repairs of roadway and track | 520,038 81 | 50,218 47 |
| Repairs of locomotives | 390,739 68 | 25,573 25 |
| Fuel for locomotives..... | 596,095 31 | 23,370 87 |
| Water supply | 45,221 61 | 3,403 99 |
| Oil and waste | 24,924 67 | 2,357 52 |
| Locomotive service..... | 714,500 03 | 47,921 12 |
| Repairs of passenger cars..... | 185,466 53 | 12,698 71 |
| Passenger train service..... | 198,798 59 | 10,309 28 |
| Passenger train supplies | 95,479 34 | 7,540 25 |
| Mileage of passenger cars (debit balance) sleepers..... | 111,753 30 | 5,848 60 |
| Repairs of freight cars..... | 511,236 42 | 28,251 03 |
| Freight train service..... | 414,894 09 | 25,003 97 |
| Freight train supplies..... | 120,420 26 | 13,563 63 |
| Telegraph expenses (maintenance and operating) | 146,276 42 | 11,884 93 |
| Damage and loss of freight and baggage | 59,014 60 | 3,472 53 |
| Damage to property and cattle..... | 106,222 42 | 2,818 85 |
| Personal injury..... | 104,529 90 | 7,605 91 |
| Agents and station service | 1,156,960 87 | 103,413 16 |
| Station supplies..... | 100,643 40 | 7,499 63 |
| Total operating expenses..... | \$8,213,295 32 | \$399,564 61 |

Average operating expenses (less taxes) per mile, \$1,054.40.

Average operating expenses (less taxes) per train mile, 81.89.

Proportion of operating expenses (less taxes) to earnings, 62.33 per cent.

EXPENSES IN ADDITION TO OPERATING EXPENSES AND TAXES.

| Paid for— | Whole line. | In Illinois. |
|--|--------------|--------------|
| Additional equipment..... | \$213,722 81 | |
| Additional real estate..... | 1,214 85 | \$30 00 |
| Additional buildings..... | 41,752 43 | 3,063 83 |
| Additional side tracks..... | 17,041 75 | 1,120 18 |
| Construction— | | |
| Ballast..... | 37,788 11 | 1,032 66 |
| Bridges..... | 89,785 80 | 11,756 38 |
| Water stations..... | 4,873 96 | |
| Machinery..... | 1,632 51 | |
| Fencing..... | 4,168 86 | 1,801 35 |
| Right of way..... | 1,316 75 | |
| Culverts..... | 387 25 | |
| Track scales, Russellville..... | 249 07 | |
| Safety gates..... | 273 36 | |
| New tracks and improvements, Birmingham yard | 14,249 58 | |
| Artesian wells, Northern Division..... | 2,038 63 | |
| Raising grades on St. Louis Division..... | 4,860 02 | 4,860 02 |
| Fill East St. Louis..... | 2,702 46 | 2,702 46 |
| Miscellaneous..... | 456 51 | |
| Change of gauge—locomotives.....\$53,480 98 | | |
| cars.....49,577 20 | | |
| tracks.....91,997 51 | | |
| | 195,055 69 | |
| | \$693,700 40 | |
| Interest— | | |
| On funded debt, less miscellaneous..... | \$15,935 99 | |
| On unfunded debt, third rail taken up..... | 29,605 22 | |
| | 45,541 21 | |
| Total additional expenses..... | \$618,159 19 | \$26,366 88 |

RECEIPTS.

| | | |
|---|-----------------|-----------------|
| Gross earnings, year 1885-86..... | \$13,177,018 56 | |
| Income from investments..... | 207,807 19 | |
| Bonds received— | | \$13,384,825 75 |
| General mortgage bonds for Lebanon Branch extension, first mortgage 7 per cent, bonds redeemed..... | \$11,000 00 | |
| General mortgage bonds for city of Louisville, 6 per cent, bonds to Lebanon Branch..... | 90,000 00 | |
| Bonds sold— | | 101,000 00 |
| U. S. Government 4 and 4½ bonds..... | \$653,890 97 | |
| 500 10-40 adjustment bonds..... | 425,000 00 | |
| 80 car trust bonds..... | 80,000 00 | |
| 105 N. O. & M. first and second bonds..... | \$93,218 75 | 13,485,825 75 |
| 31 N. C. & St. L. (central branch) bonds..... | 31,708 62 | |
| 303 general mortgage bonds..... | 310,748 75 | |
| 107 collateral trust bonds..... | 102,166 25 | |
| Stocks sold— | | 1,696,733 34 |
| 6,000 shares C. & E. I. R. R. Co. stock..... | \$451,500 00 | |
| 1,100 shares N. C. & St. L. stock..... | 12,471 88 | |
| 2,585 shares E. & T. H. stock..... | 88,305 44 | |
| Sundry stocks..... | 4,241 25 | |
| General account— | | 556,518 57 |
| P. & A. R. R. Co..... | \$568,022 53 | |
| O. & N. Ry. Co..... | 474,945 59 | |
| Unpaid on rolls and vouchers..... | 227,479 55 | |
| Auditor of receipts..... | 67,231 18 | |
| Real estate..... | 91,195 58 | |
| Cash—decrease..... | 100,737 56 | |
| Sundry railroads and persons..... | 184,649 26 | |
| Profit and loss..... | | 1,714,261 25 |
| | | 61,842 34 |
| | | <hr/> |
| | | \$17,515,181 25 |

EXH. BIT.

DISBURSEMENTS.

| | | |
|---|----------------|-----------------|
| Cost of road—construction, etc..... | | \$503,117 61 |
| Operating expenses, year 1885-86..... | \$8,213,295 32 | |
| Interest and rents..... | 4,272,912 75 | |
| Taxes..... | 370,814 42 | |
| | | 12,857,022 49 |
| Bonds purchased— | | |
| 758 P. & A. land grant mortgage bonds, (Cr. to P. & A. R. R. Co.)..... | \$765,830 00 | |
| 846 O. & N. 1st mortgage bonds, (credited to O. & N. R'y. Co.)..... | 685,260 00 | |
| 619 I. A. & T. R. R. bonds..... | 182,467 06 | |
| 12 M. & M. general mortgage bonds..... | 12,000 00 | |
| 12 M. C. & L. sinking fund bonds..... | 12,435 00 | |
| 10 Southern Exposition Co. bonds..... | 10,000 00 | |
| 12 L. S. & N. Ala. trust deed bonds..... | 11,456 33 | |
| 111 general mortgage bonds..... | 111,687 50 | |
| 46 collateral trust bonds..... | 45,273 75 | |
| | | 1,836,409 64 |
| Sundry stocks purchased..... | | 27,731 50 |
| Bonds redeemed— | | |
| 131 general mortgage bonds..... | \$131,000 00 | |
| 107 collateral trust bonds..... | 107,000 00 | |
| 44 M. C. & L. first mortgage bonds..... | 42,630 00 | |
| 20 E. H. & N. first mortgage bonds..... | 20,000 00 | |
| 280 car trust bonds..... | \$280,000 00 | |
| Car trust funds in hands of F. I. T. & S. D. Co..... | 22,000 00 | |
| | 302,000 00 | |
| Car liens, L. C. & L..... | 22,379 50 | |
| 90 City of Louisville, Lebanon Branch bonds..... | 90,000 00 | |
| 11 Lebanon Branch extension 1st mortgage bonds..... | 11,000 00 | |
| 649 City of Louisville bonds..... | 649,000 00 | |
| | | 1,375,059 50 |
| Floating debt— | | |
| Bills payable..... | \$148,050 00 | |
| Dividends..... | 447 75 | |
| Sundry railroads and persons..... | 170,861 58 | |
| | | 319,359 33 |
| Advances— | | |
| South & North Ala. R. R. Co.—Sinking fund..... | \$122,695 61 | |
| Construction..... | 73,884 43 | |
| Advances..... | 141,337 82 | |
| | \$337,917 86 | |
| Nashville & Florence R. R. Co.—Int. on bonds..... | \$18,000 00 | |
| Int. on gen. acct..... | 12,271 41 | |
| Advances..... | 5,867 44 | |
| | 36,138 85 | |
| Nashville & Decatur R. R. Co.—Construction account..... | 14,898 30 | |
| Mobile & Montgomery Ry. Co.—Advances..... | 21,645 01 | |
| Northern Division C. & O.—Advances..... | 17,559 87 | |
| Southern Division C. & O.—Advances..... | 8,761 86 | |
| Birmingham Mineral R. R.—Advances..... | 27,049 12 | |
| | | 463,970 87 |
| Material used..... | | 99,527 41 |
| Bills receivable..... | | 32,982 90 |
| | | \$17,515,181 25 |
| | | |
| FLOATING DEBT. | 1885-86 | 1884-85 |
| The floating debt on June 30, 1886, (reported in Table No. I.) compared with June 30, 1885, is as follows: | | |
| Bills payable..... | \$41,229 16 | \$189,279 16 |
| Bills and pay-rolls for June..... | 4,149,753 07 | 924,368 92 |
| Interest due July 1st and August 1st..... | 501,528 59 | 499,433 19 |
| Sundry open accounts..... | 456,509 28 | 170,574 87 |
| Total..... | \$2,149,020 10 | \$1,783,656 14 |

General Balance Sheet—Cost, Resources and Liabilities.

| Total cost of road and branches. | 1885-86. | | 1884-85. | | Increase over last year. | Decrease over last year. |
|--|-----------------|-----------------|--------------|-----------------|--------------------------|--------------------------|
| | | \$68,433,991 44 | | \$67,930,873 83 | \$503,117 61 | |
| RESOURCES. | | | | | | |
| U. S. government bonds (4 per cent.) | \$195,434 03 | | \$849,325 00 | | | \$653,890 97 |
| Ten-forty adjustment bonds | 1,273,000 00 | | 1,700,000 00 | | | 425,000 00 |
| Trust bonds of L. & N. R. R. | 24,000 00 | | 80,750 00 | | | 56,750 00 |
| Car trust bonds of L. & N. R. R. | 191,000 00 | | 271,000 00 | | | 80,000 00 |
| General mortgage bonds | 79,000 00 | | 271,000 00 | | | 192,000 00 |
| Nashville & Florence R. R. bonds | 217,500 00 | | 190,000 00 | | | |
| Trust bonds, collateral for Georgia R. R. lease | 190,000 00 | | 138,491 25 | | | |
| Pensacola & Atlantic R. R. first mortgage bonds | 138,491 25 | | 104,633 75 | | | 104,633 75 |
| N. O. & M. first and second mortgage bonds | | | 103,550 00 | | | 28,550 00 |
| N. C. & St. L. Centerville branch bonds | 75,000 00 | | 135,000 00 | | | |
| Birmingham Mineral R. R. bonds | 135,000 00 | | 50,000 00 | | | |
| L. C. & L. general mortgage bonds of L. & N. R. R. | 50,000 00 | | 50,000 00 | | | |
| Sinking fund, L. C. & L. Ry. bonds | 23,000 00 | | 23,000 00 | | | |
| Eureka Co. bonds | 25,000 00 | | 25,000 00 | | | |
| Elkton & Guthrie first mortgage bonds | 20,000 00 | | 8,000 00 | | 12,000 00 | |
| S. & N. Alabama trust deed bonds | 682,500 00 | | | | 682,500 00 | |
| O. & N. Railway first mortgage bonds | 765,830 00 | | | | 765,830 00 | |
| Pensacola & Atlantic land grant bonds | 182,467 00 | | | | 182,467 00 | |
| L. A. & T. R. R. bonds | 12,435 00 | | | | 12,000 00 | |
| M. & M. general mortgage bonds | 12,435 00 | | | | 12,435 00 | |
| Sundry railroads and other bonds | 88,680 96 | | | | 6,069 59 | |
| Sinking fund, M. C. & L. bonds | 588,334 57 | | 82,611 37 | | | |
| Stock in Nashville & Decatur R. R. | | | 588,334 87 | | | |
| Stock in Nashville & Florence R. R. | 184,803 48 | | 675,000 00 | | | 675,000 00 |
| Stock in Owensboro & Nashville Railway | 105,000 00 | | 184,803 48 | | | |
| Stock in Eureka Company Iron Furnace | 100,000 00 | | 105,000 00 | | | |
| Stock in Sloss Furnace Co. (iron furnace) | 83,200 00 | | 100,000 00 | | | |
| Stock in Birmingham Mineral R. R. Co. | 50,000 00 | | 83,500 00 | | | |
| Stock in Elkton & Guthrie R. R. Co. | 14,875 00 | | 50,000 00 | | | |
| Stock in Henderson Bridge Co. | 5,010 00 | | 1,225 00 | | 2,650 00 | |
| Sundry railroads and other stocks | 166,823 66 | | 5,016 00 | | | |
| Stocks and bonds held in trust | \$21,231,837 49 | \$5,733,445 31 | 291,717 12 | 6,305,451 84 | | 34,803 46 |

| | |
|--|------------------------|
| Less L. C. & L. stock, included in cost of road..... | \$3,070,959 75 |
| Less Lebanon & Knoxville mortgage bonds..... | 1,500,000 00 |
| Less Mobile & Montgomery mortgage bonds..... | 2,677,000 00 |
| Less Pensacola & Seama mortgage bonds..... | 1,248,000 00 |
| Less L. C. & L. general mortgage bonds..... | 3,208,000 00 |
| R. | 11,763,959 75 |
| South & North Alabama R. R. Co..... | \$2,071,723 10 |
| Nashville & Decatur R. R..... | 618,148 13 |
| Owensboro & Nashville R. R..... | 16,009 26 |
| Pensacola & Atlantic R. R..... | 183,354 69 |
| Mobile & Montgomery Railway Co..... | 236,012 84 |
| Nashville & Florence R. Co..... | 27,019 12 |
| Birmingham Mineral R. Co..... | 92,526 42 |
| Northern Division Cumberland & Ohio R. R..... | 81,026 92 |
| Southern Division Cumberland & Ohio R. R..... | 823,261 63 |
| Shop, road and fuel supplies..... | 598,715 88 |
| Real estate, quarry and timber lands..... | 769,486 85 |
| Sundry railroads and persons..... | 616,022 78 |
| Bills receivable..... | 563,144 49 |
| Auditor of receipts—their agents..... | 363,945 97 |
| Cash..... | 3,764,637 00 |
| Claims in litigation..... | 850,808 73 |
| Profit and loss..... | 2,068,663 90 |
| Total..... | \$39,705,274 60 |

LIABILITIES.

| | |
|--|------------------------|
| Capital stock..... | \$30,000,000 00 |
| Mortgage Debt— | |
| General mortgage bonds..... | \$12,297,000 00 |
| Trust bonds..... | 9,790,000 00 |
| Consolidated mortgage bonds..... | 7,070,000 00 |
| Twenty-fourth adjustment bonds..... | 5,000,000 00 |
| M. C. & L. first mortgage bonds..... | 5,000,000 00 |
| M. & O. R. first mortgage bonds..... | 2,015,660 00 |
| N. O. & R. first mortgage bonds..... | 3,500,000 00 |
| N. O. & M. Division first mortgage bonds..... | 5,000,000 00 |
| N. O. & M. Division second mortgage bonds..... | 1,000,000 00 |
| Pensacola Division first mortgage bonds..... | 1,000,000 00 |
| Central Branch mortgage bonds..... | 1,000,000 00 |
| E. H. & N. first mortgage bonds..... | 2,350,000 00 |
| Mobile & Montgomery Division mortgage bonds..... | 2,677,000 00 |
| St. Louis Division first mortgage bonds..... | 3,500,000 00 |
| St. Louis Division second mortgage bonds..... | 3,000,000 00 |
| Lebanon-Knoxville Branch mortgage bonds..... | 1,500,000 00 |
| Pensacola & Seama Division mortgage bonds..... | 1,248,000 00 |
| L. C. & L. Railway general mortgage bonds..... | 3,258,000 00 |
| L. C. & L. Railway first mortgage bonds..... | 2,850,000 00 |

| | | | | | |
|--|------------------------|----------------|------------------------|-----------------------|-------------|
| | 11,763,959 75 | \$9,577,877 74 | 9,527,877 74 | 337,917 86 | |
| | \$1,733,805 21 | 603,249 83 | | 14,808 30 | |
| | 474,945 59 | 584,031 79 | | | 474,945 59 |
| | 161,769 08 | 199,873 99 | | 21,645 01 | 568,922 53 |
| | 74,966 55 | 72,295 06 | | 36,138 85 | |
| | 3,325,849 88 | | 3,904,847 13 | 27,049 12 | |
| | \$726,624 35 | 689,941 46 | | 17,559 87 | |
| | 571,071 82 | 583,039 88 | | 8,761 86 | |
| | 617,375 07 | 404,713 33 | | 199,637 28 | 91,195 58 |
| | 3,764,637 00 | | 3,592,766 72 | 198,445 02 | |
| | 850,808 73 | | 850,808 73 | 32,962 90 | 67,231 18 |
| | 2,068,663 90 | | 2,479,344 15 | | 100,737 56 |
| Total..... | \$39,705,274 60 | | \$94,591,970 14 | \$3,076,835 33 | |
| Capital stock..... | \$30,000,000 00 | | \$30,000,000 00 | | |
| Mortgage Debt— | | | | | |
| General mortgage bonds..... | \$12,297,000 00 | | | | \$30,000 00 |
| Trust bonds..... | 9,790,000 00 | | | | 107,000 00 |
| Consolidated mortgage bonds..... | 7,070,000 00 | | | | |
| Twenty-fourth adjustment bonds..... | 5,000,000 00 | | | | |
| M. C. & L. first mortgage bonds..... | 5,000,000 00 | | | | |
| M. & O. R. first mortgage bonds..... | 2,015,660 00 | | | | 42,680 00 |
| N. O. & R. first mortgage bonds..... | 3,500,000 00 | | | | |
| N. O. & M. Division first mortgage bonds..... | 5,000,000 00 | | | | |
| N. O. & M. Division second mortgage bonds..... | 1,000,000 00 | | | | |
| Pensacola Division first mortgage bonds..... | 1,000,000 00 | | | | |
| Central Branch mortgage bonds..... | 1,000,000 00 | | | | |
| E. H. & N. first mortgage bonds..... | 2,350,000 00 | | | | 20,000 00 |
| Mobile & Montgomery Division mortgage bonds..... | 2,677,000 00 | | | | |
| St. Louis Division first mortgage bonds..... | 3,500,000 00 | | | | |
| St. Louis Division second mortgage bonds..... | 3,000,000 00 | | | | |
| Lebanon-Knoxville Branch mortgage bonds..... | 1,500,000 00 | | | | |
| Pensacola & Seama Division mortgage bonds..... | 1,248,000 00 | | | | |
| L. C. & L. Railway general mortgage bonds..... | 3,258,000 00 | | | | |
| L. C. & L. Railway first mortgage bonds..... | 2,850,000 00 | | | | |

General Balance Sheet—Continued.

| | 1885-\$6. | 1881-85. | Increase over Decrease over last year. | last year. |
|---|-----------------|-----------------|---|----------------|
| L. C. & L. Railway second mortgage bonds..... | \$892,000 00 | \$892,000 00 | | \$11,000 00 |
| Lebanon Branch extension first mortgage bonds..... | 333,000 00 | 11,000 00 | | 322,000 00 |
| City of Louisville, Lebanon Branch extension..... | 135,000 00 | 333,000 00 | | 90,000 00 |
| City of Louisville, account of Lebanon Branch..... | 953,000 00 | 225,000 00 | | 280,000 00 |
| Car trust certificates..... | 31,394 50 | 1,273,000 00 | | 22,679 50 |
| Car loans, L. C. & L. Railway..... | | 61,974 00 | | |
| Total mortgage debt..... | \$69,988,254 50 | \$70,501,311 00 | | |
| Less bonds included in \$10,000,000 00 trust bonds— | | | | |
| Lebanon-Knoxville Branch bonds..... | \$1,500,000 00 | | | |
| Mobile & Montgomery Division bonds..... | 2,677,000 00 | | | |
| Pensacola & Sebring Division bonds..... | 1,248,000 00 | | | |
| L. C. & L. General mortgage bonds..... | 3,268,000 00 | | | |
| City of Louisville bonds..... | | 8,633,000 00 | | |
| Bills payable..... | \$41,329 16 | | | |
| Notes and pay-rolls for June..... | 1,149,753 07 | \$180,279 16 | | |
| Interest due July 1st and August 1st..... | 501,528 59 | 924,368 92 | | |
| Back dividends..... | 34,327 18 | 499,433 19 | | |
| Sundry railroads and persons..... | 422,182 10 | 31,774 93 | | |
| Total..... | \$2,149,020 10 | 1,783,656 14 | | |
| | \$93,705,274 60 | \$94,391,970 14 | \$513,861 71 | \$1,400,537 25 |

ADDITIONAL INFORMATION.

This Company received \$13,873 90 from the U. S. Government for transportation of mails in the State of Illinois during the year ending June 30, 1886. Payments are made quarterly, compensation being based on weight of mail matter transported.

Adams Express and Southern Express Companies do business on this road. The contract provides that the Railroad Company supply cars, motive power, etc., etc., for which it receives 40% of the gross receipts. We have no contract with any other transportation companies.

Sleeping cars are run, some of them having buffet lunch arrangement, but no dining cars. The sleepers are owned by the Pullman Palace Car Co. Chair cars are run on through day trains, and are owned by the Railroad Company. Pullman berth fare, St. Louis to Evansville, \$1.50; seat fare, 75 cents; seat in chair car, 50 cents.

All freight cars are run upon regular freight trains as per time table. Practically, no preference is given, except to perishable freight.

This Company has in Illinois pooling arrangements with the Cairo Short Line and the Illinois and St. Louis Railroad on traffic between St. Louis and Belleville, Ill., and with the Ohio and Mississippi on traffic from O'Fallon, Ill., and with Illinois and St. Louis, Cairo Short Line, Ohio and Mississippi, Indiana and St. Louis, Vandalia, and Wabash, St. Louis and Pacific Railroads on shipments of coal into East St. Louis.

Those contracts or arrangements operate as follows: The Belleville pool between Belleville and East St. Louis; the O'Fallon pool between O'Fallon and all points; the Coal pool from mines on line to East St. Louis.

The policy which dictates or renders necessary these arrangements is to have uniform rates to all shippers, and prevent ruinous competition between our respective lines (which almost inevitably would result in discriminations as between shippers), basing our rates only upon the requirements of the law, the necessities of commerce and legitimate competition.

The freight rates between pooled points on our road are in no instance higher than the ostensible rates for corresponding distances where the business is not pooled. The rates are subject to fluctuations and irregularities which have a tendency to discriminate between shippers.

This Company has one machine shop at Mt. Vernon, Ill.; investment, \$10,300, and employing one hundred and fifty men. Locomotives and passenger and freight cars are repaired at this shop.

All expense for repairs of rolling stock is charged to one account, and distributed to the various divisions of road according to mileage made over each.

221,402 tons of coal were carried from Illinois mines located on the line of this road during the year ending June 30, 1886.

STATEMENT OF ACCIDENTS.

KILLED AND INJURED DURING THE YEAR—ENDED JUNE 30, 1886.

| No. | Name of person. | Occupation. | Cause of accident. | Date of accident. | Whole line. | | | In Illinois. | | |
|-------|------------------|--------------------|---|-------------------|-------------|----------|--|--------------|----------|--|
| | | | | | Killed. | Injured. | | Killed. | Injured. | |
| | | | | | | | | | | |
| 1 | John Gause | Farmer | Ran in front of engine; cars ran over him | July 27, 1885 | | | | | | |
| 2 | W. L. Millsbaugh | Brakeman | Coupling cars | Aug | | | | | | |
| 3 | Mrs. Mary Hagen | | Struck by train on trestle | Aug | | | | | | |
| 4 | Robert Gray | Fireman | Slipped off engine step; stumbled | Aug 22 | | | | | | |
| 5 | Henry Badgett | Section hand | Cross-tie fell on him | Sept 7 | | | | | | |
| 6 | Frank Stratton | Brakeman | Coupling cars | Sept 7 | | | | | | |
| 7 | Eliah Lamar | Section hand | Fell under hand-car | Sept 7 | | | | | | |
| 8 | Alcock Mertz | Bridge carpenter | Let timber fall on hand | Oct 10 | | | | | | |
| 9 | Geo. W. Newton | Fireman | Shaker-bar broke | Oct 27 | | | | | | |
| 10 | Geo. T. Colvin | Yard master | Coupling cars | Oct 30 | | | | | | |
| 11 | Frank Stephens | Section hand | Cross-bar caught in arm of frog, striking him | Nov 4 | | | | | | |
| 12 | W. H. H. Price | Conductor | Caboose struck by cars, knocking him down | Dec 4 | | | | | | |
| 13 | Jas. R. Crowder | Mail agent | Kicked mail-sack from car; foot struck target | Dec 9 | | | | | | |
| 14 | Jas. Covington | Engineer | Head-light reservoir blew up | Dec 13 | | | | | | |
| 15 | R. S. Rowland | Conductor | Jumped on to cross-tie and foot slipped | Dec 18 | | | | | | |
| 16 | W. H. Cunningham | Sup'r wat'r supply | Fell from ladder | Dec 28 | | | | | | |
| 17 | Flies Elliott | Section hand | Working at night cleaning snow from switch | Jan 11, 1886 | | | | | | |
| 18 | Wm. Hennessy | | Rail fell on foot | Jan 11 | | | | | | |
| 19 | Edw. Ansley | | Stepped in front of train, and was run over | Mar 27 | | | | | | |
| 20 | R. H. Baird | | Drunk, sitting on platform; struck by engine | April 8 | | | | | | |
| 21 | Wm. Stetter | Stock dealer | Ran in front of engine, and was struck | April 21 | | | | | | |
| Total | | | | | 4 | 45 | | 3 | 28 | |

Passengers.....
 Employees.....
 Others.....

| | | | | | |
|-----------------------|------------------|--|------|---------|---------------------------------|
| 32 Chas. Brown | Bridge carpenter | Pile slipped on foot | May | 8, 1886 | Foot lamed |
| 33 Jas. Rogers | | Seaford gave way | May | 15 | Ankle sprained and arm hurt |
| 24 Jas. Jackson | | Coupling | May | 17 | Finger bruised |
| 25 Ed. Volk | | Carlessness | May | 17 | Cut ankle with adze |
| 26 Sam. McKinney | Bridge carpenter | Coupling | June | 18 | Finger mashed |
| 27 Henry Koll | Milk boy | Carlessness: got too near to coach | June | 18 | Finger mashed and head cut |
| 28 Jas. McClain | Brakeman | Coupling | June | 24 | Thumb bruised |
| 29 Isaac Thomas | | Drunk: struck by train while sitting on platform | June | 26 | Four scalp wounds; knee damaged |
| 30 Mrs. Henry Belting | Passenger | Struck by rock thrown through window | June | 33 | Gash in face 1 1/2 inches long |
| 31 Jno. Bransford | Porter | Coupling | June | 24 | Hand mashed |

TERRE HAUTE AND INDIANAPOLIS RAILROAD COMPANY.

Lessee.

OFFICERS.

| | |
|--|-------------------|
| President, W. R. McKeen | Terre Haute, Ind. |
| General Solicitor, John G. Williams | Terre Haute, Ind. |
| Secretary, George E. Farrington | Terre Haute, Ind. |
| Treasurer, J. W. Cruft | Terre Haute, Ind. |
| Auditor, W. S. Roney | Terre Haute, Ind. |
| General Superintendent, Jos. Hill | St. Louis, Mo. |
| Assistant General Superintendent, E. R. Darlon | St. Louis, Mo. |
| Chief Engineer, Jos. Hill | St. Louis, Mo. |
| Traffic Manager, N. K. Elliott | Terre Haute, Ind. |
| General Freight Agent, H. W. Hibbard | St. Louis, Mo. |
| General Passenger and Ticket Agent, E. A. Ford | Pittsburg, Pa. |
| Purchasing Agent, C. R. Peddle | Terre Haute, Ind. |
| Superintendent of Telegraph, R. B. Woolsey | Terre Haute, Ind. |
| General Baggage Agent, R. R. Bentley | Pittsburg, Pa. |
| Master Mechanic, G. H. Prescott | Terre Haute, Ind. |

General office at Terre Haute, Ind.

DIRECTORS.

| | |
|----------------------------|-------------------|
| W. R. McKeen | Terre Haute, Ind. |
| D. W. Minshall | Terre Haute, Ind. |
| Josephus Collett | Terre Haute, Ind. |
| Henry Ross | Terre Haute, Ind. |
| F. C. Crawford | Terre Haute, Ind. |
| George E. Farrington | Terre Haute, Ind. |
| John G. Williams | Terre Haute, Ind. |

LENGTH OF TRACK.

| Main line. | Main line and branches, Miles. |
|---|---|
| From Indiana Line to East St. Louis | 159.43 |
| Main line and branches | 159.43 |
| Sidings on main line | 12.96 |
| Aggregate length of all tracks | 202.00 |

RAILS AND TIES.

| | | |
|-----------------------------------|---|--|
| Iron— | | |
| On road—in sidings only | 42 ⁹ / ₁₀₀ miles. | |
| Average weight per yard | 64 pounds. | |
| Steel— | | |
| On road | 159 ²⁵ / ₁₀₀ miles. | |
| Average weight per yard | 60 pounds. | |
| Ties— | | |
| Average number per mile | 3,000 | |
| Number laid during the year | 75,427 | |

BRIDGES.

| | | |
|------------------------------------|-----|----------------------|
| Number of wooden in Illinois | 10. | length, 1,375 feet. |
| Number of piling in Illinois | — | length, 15,726 feet. |
| Total | | length, 17,101 feet. |

FENCING.

| Description. | In Illinois. | |
|----------------------|--------------|---------------|
| | Miles. | Cost per rod. |
| Post and fence | 139 | \$1.40 |
| Wire | 86 | .75 |
| Hedge | 34 | 1.00 |
| Total | 259 | |

BUILT DURING THE YEAR.

| | |
|--|-------------|
| New fence, where there was none before | 1,488 feet. |
|--|-------------|

EQUIPMENT.

| Description. | Whole line. |
|--|-------------|
| Locomotives: | |
| Passenger | 16 |
| Freight | 28 |
| | 44 |
| Passenger equipment: | |
| Coaches | 16 |
| Express cars | 2 |
| Baggage cars | 7 |
| Mail cars | 1 |
| Freight equipment: | |
| Box cars | 820 |
| Stock cars | 294 |
| Capbooses | 23 |
| Flat cars | 198 |
| Coal cars | 252 |
| Other cars | 80 |
| Total number cars of all classes | 1,693 |

Platform and coupler used, Janney
 Brake used, Westinghouse automatic

AVERAGE LIFE OF LOCOMOTIVES, CARS, RAILS, TIES, BRIDGES, ETC.

| Equipment and Superstructure. | Average life in years. |
|-------------------------------|--------------------------------|
| Locomotives— | |
| Passenger..... | 15 |
| Freight..... | 15 |
| Cars— | |
| Passenger..... | 14 |
| Baggage..... | 14 |
| Box..... | 8 |
| Stock..... | 8 |
| Coal..... | 7 |
| Flat..... | 10 |
| Rails— | |
| Iron..... | 6½ |
| Steel..... | Not in use long enough to tell |
| Joint fastenings..... | 11 |
| Frogs..... | 5 |
| Ties— | |
| Oak..... | 6½ |
| Bridges— | |
| Wooden, protected..... | 25 |
| Trestles..... | 10 |
| Telegraph poles— | |
| Cedar..... | 12 to 15 |
| Other..... | 7 |
| Fence posts..... | 8 |

EMPLOYEES.

NUMBER, CHARACTER OF SERVICE, AND ANNUAL SALARIES OF EMPLOYEES.

| Average No. employed. | Officers and Employees. | Average yearly salary. | Aggregate yearly salary. |
|-----------------------|--|------------------------|--------------------------|
| 14 | General officers..... | \$1,848 00 | \$25,872 00 |
| 1 | Assistant superintendent..... | 1,200 00 | 1,200 00 |
| 1 | Civil engineer..... | 900 00 | 900 00 |
| 2 | Master mechanics..... | 1,620 00 | 3,240 00 |
| 1 | Road master..... | 1,680 00 | 1,680 00 |
| 89 | Clerks..... | 516 00 | 45,924 00 |
| 43 | Machinists..... | 600 00 | 25,800 00 |
| 12 | Passenger conductors..... | 732 90 | 8,794 80 |
| 43 | Freight conductors..... | 600 00 | 25,800 00 |
| 17 | Passenger engineers..... | 1,020 00 | 17,340 00 |
| 39 | Freight engineers..... | 1,032 00 | 40,248 00 |
| 59 | Firemen..... | 480 00 | 28,320 00 |
| 33 | Wipers..... | 360 00 | 11,880 00 |
| 48 | Baggagemen..... | 384 00 | 6,912 00 |
| 130 | Brakemen..... | 294 00 | 38,220 00 |
| 47 | Station agents not telegraph operators..... | 960 00 | 16,320 00 |
| 12 | Station agents also telegraph operators..... | 504 00 | 6,048 00 |
| 34 | Telegraph operators not station agents..... | 516 00 | 17,544 00 |
| 76 | Carpenters..... | 456 00 | 34,656 00 |
| 37 | Section foremen..... | 552 00 | 20,424 00 |
| 224 | Sectionmen..... | 336 00 | 75,264 00 |
| 105 | Laborers..... | 384 00 | 40,320 00 |
| 39 | Flagmen, switchmen and watchmen..... | 516 00 | 20,124 00 |
| 22 | Bridge tenders and pumpers..... | 372 00 | 8,184 00 |
| 14 | Other employes..... | 180 00 | 2,520 00 |
| 1,072 | Total..... | | \$523,534.80 |

Of these employees, all are employed in Illinois, and their aggregate annual salary is \$523,534.80.

TRAFFIC.

PASSENGERS AND FREIGHT CARRIED.

| | Whole line. | In Illinois |
|---|--------------------------|-------------|
| Through passengers..... | | 91,891 |
| Local passengers..... | | 215,376 |
| Total passengers carried..... | | 307,267 |
| Number of passengers carried one mile..... | 18,404,470 | |
| Average number cars in passenger train..... | 6 | |
| Average number of miles traveled by each passenger..... | 60 | |
| Average receipts per passenger per mile..... | $\frac{2.00}{1000}$ cts | |
| Average cost per passenger per mile..... | $\frac{1.52}{1000}$ cts | |
| Through freight in tons..... | | 641,347 |
| Local freight, in tons..... | | 518,611 |
| Total tons freight carried..... | | 1,159,958 |
| Average tons of freight carried one mile..... | 108,684,363 | |
| Average number of cars in freight train..... | 20 | |
| Average number tons of freight per train..... | 152 | |
| Average number tons of freight per car..... | $\frac{7.60}{100}$ | |
| Average receipt per ton freight per mile..... | $\frac{07.00}{1000}$ cts | |
| Proportion freight carried in Illinois..... | $\frac{100}{100}$ | |

FREIGHT CLASSIFIED.

| | In Illinois, tons. |
|---|-----------------------|
| Corn, wheat, rye, oats and barley..... | 168,081 |
| Flour..... | 7,004 |
| Provisions..... | 20,662 |
| Agricultural implements, furniture, wagons and other manufactured articles..... | 181,833 |
| Lumber..... | 44,429 |
| Other forest products..... | 1,267 |
| Horses, mules, cattle, hogs and sheep..... | 56,374 |
| Iron, lead and other mineral products..... | 170,738 |
| Stone, brick, sand, lime, clay, cement and stucco..... | 32,600 |
| Coal..... | 391,544 |
| Coke..... | 43,605 |
| Merchandise..... | 38,656 |
| Other articles..... | 3,165 |
| Total tons..... | 1,159,958 |

MILEAGE.

TRAIN MILEAGE.

| Trains. | In Illinois |
|----------------------------|-------------|
| Passenger..... | 897,496 |
| Freight..... | 714,257 |
| Construction and fuel..... | 18,594 |
| Switching..... | 177,658 |
| Total train mileage..... | 1,808,005 |

CAR MILEAGE.

| Cars. | In Illinois. |
|---|--------------|
| Passenger, mail, express and baggage..... | 3,084,186 |
| Freight..... | 14,371,624 |
| Total car mileage..... | 17,455,810 |
| Empty freight car mileage..... | 3,615,483 |

PASSENGER MILEAGE AND FREIGHT TONNAGE.

| Passenger mileage. | In Illinois. | Freight tonnage. | In Illinois. |
|-----------------------------|--------------|----------------------------|--------------|
| Through..... | 12,546,361 | Through..... | 94,749,734 |
| Local..... | 5,858,109 | Local..... | 15,934,629 |
| Total passenger mileage.... | 18,404,470 | Total freight tonnage..... | 108,684,363 |

INCOME.

MONTHLY TRANSPORTATION EARNINGS—IN ILLINOIS.

| Months. | From pas- senger department. | From freight department. | Total. |
|--------------------|------------------------------------|--------------------------------|----------------|
| 1885, July..... | \$47,986 55 | \$54,044 43 | \$102,030 98 |
| “ August..... | 50,944 49 | 72,644 10 | 123,588 59 |
| “ September..... | 55,152 61 | 82,964 41 | 138,117 02 |
| “ October..... | 62,506 73 | 74,279 96 | 136,786 69 |
| “ November..... | 41,055 37 | 75,562 00 | 118,617 37 |
| “ December..... | 43,679 77 | 79,292 95 | 122,972 72 |
| 1886, January..... | 43,223 41 | 51,965 19 | 95,188 60 |
| “ February..... | 43,765 07 | 74,154 86 | 117,919 93 |
| “ March..... | 54,698 21 | 61,344 38 | 116,042 59 |
| “ April..... | 45,759 14 | 63,208 45 | 108,967 59 |
| “ May..... | 47,024 60 | 73,309 14 | 120,333 74 |
| “ June..... | 47,698 78 | 64,280 62 | 111,979 40 |
| Total..... | \$586,094 73 | \$827,050 49 | \$1,413,145 22 |

INCOME FROM OTHER SOURCES.

| Sources. | In Illinois. |
|---|--------------|
| From rents for use of road..... | 8238 44 |
| Rents, real estate, telegraph, etc..... | 4,028 49 |
| Total..... | \$4,266 93 |

TOTAL INCOME FROM ALL SOURCES.

| Sources. | In Illinois. |
|------------------------------------|----------------|
| From passenger department..... | \$586,094 73 |
| From freight department..... | 827,050 49 |
| From other sources..... | 4,266 93 |
| Total income from all sources..... | \$1,417,412 15 |

DEDUCTIONS MADE FROM TRANSPORTATION EARNINGS.

| Average Earnings. | In Illinois. |
|--|------------------|
| Average passenger department earnings per mile | \$3,702 43 |
| Average passenger department earnings per train mile | 1 18 |
| Average freight department earnings per mile | 5,224 58 |
| Average freight department earnings per train mile | 1 16 |
| Average gross transportation earnings per mile | 8,927 01 |
| Average gross transportation earnings per train mile | 1 17 |
| Average net transportation earnings per mile | 2,235 27 |
| Average net transportation earnings per train mile | 29 |
| The ratio of passenger to freight earnings was | As 100 is to 141 |

OPERATING EXPENSES AND TAXES.

| Items of Operating Expenses. | In Illinois. |
|--|----------------|
| Salaries general officers and clerks | \$66,629 89 |
| Law expenses | 7,053 14 |
| Insurance | 1,280 25 |
| Stationery and printing | 7,412 57 |
| Outside agencies and advertising | 45,996 09 |
| Contingencies | 15,965 95 |
| Repairs or renewals—bridges (including culverts and cattle-guards) | 26,520 31 |
| Repairs or renewals—buildings | 53,108 12 |
| Repairs or renewals—fences, road-crossings or signs | 3,779 76 |
| Renewals of rails | 4,156 47 |
| Renewals of ties | 25,283 77 |
| Repairs of roadway and track | 77,545 64 |
| Repairs of locomotives | 72,673 12 |
| Fuel for locomotives | 59,800 76 |
| Water supply | 6,458 62 |
| Oil and waste | 12,319 83 |
| Locomotive service | 81,627 58 |
| Repairs of passenger cars | 9,489 62 |
| Passenger train service | 28,585 68 |
| Passenger train supplies | 4,123 58 |
| Mileage of passenger cars (debit balance) | 49,579 06 |
| Repairs of freight cars | 109,534 15 |
| Freight train service | 53,175 14 |
| Freight train supplies | 990 56 |
| Mileage of freight cars (debit balance) | 58,818 25 |
| Telegraph expenses (maintenance and operating) | 20,516 29 |
| Damage and loss of freight and baggage | 8,454 04 |
| Damage to property and cattle | 10,765 88 |
| Personal injury | 1,178 84 |
| Agents and station service | 73,538 83 |
| Station supplies | 4,780 06 |
| Total operating expenses | \$971,962 76 |
| Taxes | 55,123 32 |
| Total operating expenses and taxes | \$1,027,086 08 |

Average operating expenses (less taxes) per mile, \$6.140.
 Average operating expenses (less taxes) per train mile, 80 cts.
 Proportion of operating expenses (less taxes) to earnings, 68 per cent.

GENERAL EXHIBIT

NET INCOME, DIVIDENDS, BALANCES.

| | |
|--|----------------|
| Total income | \$1,417,412 15 |
| Operating expenses, less taxes | 971,962 76 |
| Excess of income over operating expenses | \$445,449 39 |
| Less taxes | 55,123 32 |
| Excess of income over operating expenses and taxes | \$390,326 07 |
| Interest on funded debt | 314,950 00 |
| Net income | \$75,376 07 |
| Balance (profit) last year | 406,696 58 |
| Balance (profit) carried forward to next year | \$482,092 65 |

LOCAL HABIT OF ILLINOIS BUSINESS.

INCOME, EXPENSES, BALANCES, ETC.

| | |
|---|--------------------|
| Total income..... | \$1,417,412 15 |
| From points between stations within the State: | |
| From freights..... | \$311,342 02 |
| From passengers..... | 165,718 88 |
| From other sources..... | 4,266 93 |
| From local points to terminal points within the State on business going out of the State: | |
| From freights..... | 515,708 47 |
| From passengers..... | 258,517 24 |
| From other sources..... | 161,858 61 |
| Number of tons of local freight carried..... | 518,611 |
| Number of local passengers carried..... | 215,376 |
| Receipts per ton per mile on local freight carried..... | 2 234 cts. |
| Cost per ton..... | 1.792 cts. |
| Receipts per passenger per mile on local passengers carried..... | 2 829 cts. |
| Cost per passenger per mile..... | 2.279 cts. |
| Total income..... | \$1,417,412 15 |
| Operating expenses, less taxes..... | 971,962 76 |
| Taxes..... | 55,123 32 |
| | <hr/> 1,027,086 08 |
| Excess of income over operating expenses and taxes..... | \$390,326 07 |
| Interest on funded debt..... | 314,930 00 |
| | <hr/> |
| Net income on Illinois business..... | \$75,396 07 |

ADDITONAL INFORMATION.

Amount allowed for transporting mails, by U. S. Government, \$111,106.24 per annum.

The Adams Express Company does business on this road. We receive 40 per cent. of the gross receipts.

The following transportation "lines" do business on this road: Union Line; Erie and Pacific Despatch; Great Western Despatch; South Shore Line. The Railroad Company furnishes its proportion of cars in the several lines, and gets its mileage proportion of the earnings.

Pullman Palace Sleeping Cars, owned by the Pullman Co., are run on this road, charges being made according to distance as per Pullman tariff.

Chair cars owned by this Company are run on which a charge is made of 25 cents per seat.

No freight cars or freight of transportation companies or "lines" doing business on this road are given any preference in speed or order of transportation.

We have no running arrangements with other railroad companies.

This Company has pooling arrangements with the following companies respecting freights: With the Chicago & Alton; the Wabash, St. Louis & Pacific; the Indianapolis & St. Louis, and the Ohio & Mississippi, as to east bound freights; and with those same companies and others running into East St. Louis, on coal business west bound.

These contracts operate at East St. Louis, Illinois, only.

The contracts simply require each party to maintain rates, as they may be established; provide for division of east-bound freight traffic and west-bound coal upon percentages to be fixed by arbitration if the roads disagree, and provide for penalties and for abrogation of the contract. The desire to work at living rates and avoid competition on through business with bankrupt roads seemed to authorize the experiment of pooling.

The freight rates at pooling points as compared with like kinds and quantities of freight at points where no pooling contract is in force are lower.

The cost per ton per mile for through freight is $\frac{40}{1000}$ of one cent.

Through freight is what passes from one terminal to another. Local freight comprises all that is not through.

This Company has two machine shops in Illinois located at Effingham and East St. Louis, employing at the Effingham shop 87 men and at the East St. Louis shop 36 men.

Repair work only is done at these shops.

The work done there is only for the road in Illinois as a rule; sometimes work is done for other roads. It is all main line work.

The average receipt per ton per mile, for the transportation of Illinois coal, for the year ending June 30, 1886, was 3 333 cents.

The gross number of tons of Illinois coal carried for the year ending June 30 1886, was 358,200 tons.

TOLEDO, ST. LOUIS AND KANSAS CITY RAILROAD.

ORGANIZATION AND CONSTRUCTION.

The Toledo, St. Louis and Kansas City Railroad Company was formed by the consolidation of the Bluffton, Kokomo and Southwestern Railroad Company of Indiana, the Toledo, Charleston and St. Louis Railroad Company of Illinois, and the Toledo, Dupont and Western Railway Company of Ohio. These three companies were formed by the purchasers of this property at the judicial sale, which took place the last of December, 1885, by virtue of a decree rendered by the United States Circuit Court for the Southern District of Illinois, the District of Indiana, and the Northern District of Ohio, Western Division, and these companies were formed by the purchasers by virtue of the statutes giving such rights to purchasers at the judicial sales. The three companies were consolidated on the 19th day of June, 1886, but the Company did not really enter upon the property so as to operate it—if reconstructing a road can be called operating it—until about the last of June. The three companies thus consolidated were all formed between the first day of April and the 19th day of June, 1886.

The road commences in the City of Toledo, and extends through the States of Ohio, Indiana and Illinois to East St. Louis, fifty of St. Clair in said last mentioned State, being a distance of about four hundred and fifty (450) miles.

The present road was organized for the purpose of widening the gauge of the old road and constructing a road of standard gauge between the termini aforesaid; the intention being to make the property a first-class road in all respects.

OFFICERS.

| | |
|--|-----------------|
| President, James M. Quigley | New York. |
| Vice-President, Geo. L. Bradbury | Toledo, Ohio. |
| General Solicitor, Clarence Brown | Toledo, Ohio. |
| Secretary and Treasurer, Isaac W. White | New York. |
| Auditor (acting), E. O. Reed | Toledo, Ohio. |
| Cashier, M. L. Crowell | Toledo, Ohio. |
| General Superintendent, W. H. Pettibone | Toledo, Ohio. |
| Division Superintendent, B. S. McLeod | Frankfort, Ind. |
| Chief Engineer, James O. Osgood | Toledo, Ohio. |
| General Freight, Passenger and Ticket Agent, C. C. Jenkins | Toledo, Ohio. |
| Purchasing Agent, W. H. Pettibone | Toledo, Ohio. |
| Superintendent of Telegraph, Neil McKinnon | Toledo, Ohio. |
| Master Mechanic, Thos. Robertson | Delphos, Ohio. |

General Office at Toledo, Ohio.

Date of annual election: Second Wednesday in June.

DIRECTORS.

| | |
|--------------------------------|---------------------|
| James M. Quigley | New York. |
| Robt G. Ingersoll | New York. |
| Isaac W. White | New York. |
| John C. Havemeyer | New York. |
| H. J. Boardman | Boston, Mass. |
| W. D. Hobbs | Boston, Mass. |
| John McNabb | Groversville, N. Y. |
| Geo. L. Bradbury | Peoria, Ill. |
| Clarence Brown | Toledo, Ohio. |
| Fred'k L. Geddes | Toledo, Ohio. |
| Chas. L. Luce (deceased) | Toledo, Ohio. |
| Wm. R. Patton | Charleston, Ill. |
| Henry A. Neal | Charleston, Ill. |

CAPITAL STOCK.

| | |
|---|-----------------|
| Amount of common stock..... | \$18,055,000 00 |
| Number of stockholders in Illinois..... | 7 |
| Number elsewhere..... | 9 |
| Amount of stock held in Illinois..... | \$700 00 |
| Number of shares held in Illinois..... | 7 |

FUNDED DEBT IN DETAIL.

| Name of bond. | When issued. | When due. | Interest. | | Amount of bonds. |
|---|---------------|-----------|----------------|--------------|------------------|
| | | | Rate per cent. | When payable | |
| First mortgage..... | June 19, 1886 | 1916 | 6 | June & Dec. | \$9,800,000 00 |
| Total..... | | | | | \$9,800,000 00 |
| Average bonded debt per mile for 490 miles..... | | | | | \$19,953 07 |

TOTAL LIABILITIES.

COMMON AND PREFERRED STOCK AND FUNDED DEBT.

| Stocks and bonds. | Total. |
|--------------------------------------|-----------------|
| Common stock..... | \$12,250,000 00 |
| Preferred stock..... | 5,805,000 00 |
| Bonded debt..... | 9,800,000 00 |
| Aggregate..... | \$27,855,000 00 |
| Average per mile, for 490 miles..... | 56,800 00 |

LENGTH OF TRACK.

| Main line. | Whole line, Miles. | In Illinois, Miles. |
|--|--------------------|---------------------|
| From Toledo, O., to East St. Louis, Ill..... | 159.75 | 179.47 |
| Main line and branches..... | 159.75 | 179.47 |
| Sidings on main line..... | 32.70 | 7.30 |
| Aggregate length of all tracks..... | 193.45 | 186.77 |
| Proposed branch..... | 40.00 | |

A proposed branch from Dupont, O., to Decatur, Ind., for which contract has been made, and bonds and stock delivered, to be parted with as line is constructed. Bonds, \$800,000. Stock, \$1,000,000.

RAILS AND TIES.

Old road, being narrow gauge, iron, 10 pounds to yard, not to be used in reconstruction, it being worthless for that purpose.

No ties laid by us during year.

EQUIPMENT.

| Description. | Whole line. | Total. |
|--|-------------|--------|
| Locomotives— | | |
| Passenger | 8 | |
| Freight | 11 | 19 |
| Passenger equipment— | | |
| Coaches | 5 | |
| Combination car | 1 | |
| Officers' cars | 1 | |
| Express, baggage and mail cars, combined | 5 | 12 |
| Freight equipment— | | |
| Box cars | 19 | |
| Stock cars | 5 | |
| Flat cars | 70 | |
| Coal cars | 1 | 95 |
| Total number cars of all classes | | 117 |

Platform and coupler used, Miller.

Brake used, Westinghouse.

Besides the equipment given above, there was found upon the road at the time the purchaser was put in possession by the Court, a large number belonging to various trustees of equipment bondholders. The owners of these cars are disposing of them and getting them off the road as fast as possible, and have made arrangements with the purchaser of the road for the lease and purchase of a lot of the equipment, the delivery of which is being made to the purchaser.

EMPLOYES.

NUMBER, CHARACTER OF SERVICE AND SALARIES OF EMPLOYEES.

| Average No. em- ployed. | Officers and Employes. | Average salary. |
|-------------------------------|---|----------------------------------|
| 4 | General officers | Average monthly salary, \$180 00 |
| 1 | Division superintendent | 125 00 |
| 1 | Civil engineer | 125 00 |
| 1 | Master mechanic | 150 00 |
| 2 | Road masters | 100 00 |
| 35 | Clerks | 43 70 |
| 16 | Machinists | Average daily salary, 2 00 |
| 2 | Passenger conductors | 2 70 |
| 12 | Freight conductors | 2 70 |
| 3 | Passenger engineers | 3 75 |
| 15 | Freight engineers | 3 25 |
| 18 | Firemen | 1 62 |
| 15 | Wipers | 1 25 |
| 25 | Brakemen | 1 75 |
| 5 | Station agents not telegraph operators | Average monthly salary, 73 00 |
| 95 | Station agents also telegraph operators | 73 50 |
| 5 | Telegraph operators not station agents | 51 00 |
| 45 | Carpenters | 38 85 |
| 55 | Section foremen | 40 00 |
| 233 | Sectionmen | Average daily salary, 1 10 |
| 10 | Flagmen | Average monthly salary, 25 85 |
| 8 | Switchmen and watchmen | Average daily salary, 1 55 |
| 16 | Bridge tenders and pumpers | Average monthly salary, 36 10 |
| 165 | Other employes | Average daily salary, 1 30 |

GENERAL BALANCE SHEET.

| Assets. | | Liabilities. | |
|---|-----------------|--------------------|-----------------|
| Construction and equipment account— | | Capital stock..... | \$18,055,000 00 |
| On account of road constructed, to be constructed and re-constructed and equipment therefor. | \$27,855,000 00 | Funded debt..... | 9,800,600 00 |
| | | | <hr/> |
| | | | \$27,855,000 00 |

FUNDED DEBT IN DETAIL.

ON PROPERTY WITHIN THE STATE.

| Name of Bond. | When issued. | When due. | Interest. | | Amount of bonds. |
|---|----------------|-----------|----------------|---------------|------------------|
| | | | Rate per cent. | When payable. | |
| First mortgage..... | June 19, 1886. | 1916 | | 6 June & Dec. | \$3,700,000 00 |
| Average bonded debt per mile for 185 miles..... | | | | | \$20,000 00 |

TOTAL LIABILITIES.

COMMON AND PREFERRED STOCK AND FUNDED DEBT ON PROPERTY WITHIN THE STATE.

| Stocks and Bonds. | Total. |
|--------------------------------------|-----------------|
| Common stock..... | \$4,625,000 00 |
| Preferred stock..... | 2,183,000 00 |
| Bonded debt..... | 3,700,000 00 |
| Aggregate..... | <hr/> |
| | \$10,508,000 00 |
| Average per mile, for 185 miles..... | \$56,800 00 |

ADDITIONAL INFORMATION.

The contract with the United States Government for the transportation of mails, is as follows:

Toledo to Delphos, 74.69 miles, at \$63.27 per mile per annum.

Delphos to Kokomo, 108.02 miles, at \$46.17 per mile per annum.

Kokomo to Frankfort, 25.79 miles, \$42.75 per mile per annum.

Frankfort to East St. Louis, Ill., 245.03 miles, \$42.75 per mile per annum.

The American Express Company does business on this road, paying \$580.16 per month.

The cost per ton per mile for through freight on this railroad is one cent per ton per mile.

Through, from East St. Louis or beyond, to points beyond our eastern terminal. All other local.

STATEMENT OF ACCIDENTS.

There was one accident on this road during the last year. On June 23, 1886, Frank Brown, an engineer, had his arm broken by jumping from engine.

TOLEDO, PEORIA AND WESTERN RAILROAD.

ORGANIZATION AND CONSTRUCTION.

The Toledo, Peoria and Western Railroad was leased about 1880 to the Wabash, St. Louis and Pacific Railway Company.

When, in May, 1884, the latter Company became insolvent and went into the hands of Receivers, default was made in payment of the rent due the Toledo, Peoria and Western Railroad Company, and, as a consequence, the lessor Company was obliged to make default in payment of the interest on its funded debt.

The trustees of the first mortgage, Philip Henry Brown, Rob't C. Martin and John Paton, brought suit in the Circuit Court of the United States for the Northern District of Illinois, for the foreclosure of said mortgage, because of the default; and in pursuance of the obligations imposed upon them by the trust, they took possession of the property on the 10th day of June, 1885, and have since held and operated the same.

In the foreclosure suit a final decree was entered July 30, 1886, ordering the sale of the property. The trustees have no access to the corporate records of the Toledo, Peoria and Western Railroad Company, and are not in possession of the books and accounts showing the former operations of the property.

The Toledo, Peoria and Western Railroad, as operated by the trustees, extends from State Line, in Iroquois county, to Warsaw, in Hancock county, a distance of $227\frac{7}{10}$ miles, of which the line from the Illinois river to Hollis, in Peoria county, a distance of nearly 8 miles, is leased from the Peoria and Pekin Union Railway Company.

They also operate a branch line belonging to the Toledo, Peoria and Western Railroad Company, from LaHarpe, in Hancock county, to Iowa Station, in Henderson county, a distance of 10.5 miles.

The trustees run their trains into Keokuk, Ia., from Hamilton, over the Keokuk and Hamilton bridge; and into Burlington, Ia., from Iowa Station, over the tracks of the Chicago, Burlington and Quincy Railroad Company, a distance of $9\frac{3}{10}$ miles.

OFFICERS.

| | | |
|--|----------------------------|---------------|
| Trustees (under first mortgage) | (Philip Henry Brown | Portland, Me. |
| | Rob't C. Martin | New York. |
| | (John Paton | New York. |
| Treasurer, E. F. Leonard | | Peoria, Ill. |
| Auditor, E. D. Usner | | Peoria, Ill. |
| General Manager, E. F. Leonard | | Peoria, Ill. |
| General Superintendent, E. N. Armstrong | | Peoria, Ill. |
| General Freight and Passenger Agent, H. D. Gould | | Peoria, Ill. |
| Purchasing Agent, B. Warren | | Peoria, Ill. |
| Master Mechanic, B. Warren | | Peoria, Ill. |

LENGTH OF TRACK.

| Main line. | Whole line, miles | Main line & branches, miles. | In Illinois, miles. | Main line & branches, in Illinois. |
|--------------------------------------|----------------------|------------------------------------|------------------------|--|
| From State Line to Warsaw..... | 219.8 | | 219.8 | |
| BRANCHES. | | | | |
| From LaHarpe to Iowa Station..... | 10.3 | | 10.3 | |
| Main line and branches..... | | 230.1 | | 230.1 |
| Sidings on main line..... | 7.6 | | 7.6 | |
| Sidings on branches..... | .7 | | .7 | |
| Aggregate length of all tracks | 238.4 | | 238.4 | |

Proportion of road in Illinois, 100 per cent.

RAILS AND TIES.

| | | |
|----------------------------------|--|---------------|
| Iron— | | |
| On road | | 59.9 miles. |
| Average weight per yard..... | | 59 pounds |
| Steel— | | |
| On road..... | | 179.10 miles. |
| Average weight per yard..... | | 56 pounds. |
| Re-laid during the year..... | | 17 miles. |
| Ties— | | |
| Average number per mile..... | | 2,800 |
| Number laid during the year..... | | 79,319 |

BRIDGES.

| | | | |
|--|-----|--------------|--------------|
| Number of wooden in Illinois..... | 31 | Length | 2,204 feet. |
| Number of iron in Illinois, draw..... | 1 | Length | 289 feet. |
| Number of piling in Illinois..... | 520 | Length | 17,169 feet. |
| Number of combination in Illinois..... | 3 | Length | 568 feet. |
| Total | 555 | Length | 20,170 feet. |

BUILT DURING THE YEAR IN ILLINOIS.

| | | | |
|------------------------|----|--------------|-------------|
| Number of wooden | 6 | Length | 323 feet. |
| Number of piling..... | 57 | Length | 1,682 feet. |
| Total | 63 | Length | 2,005 feet. |

FENCING.

| | |
|---|-------------|
| Post and fence..... | 82.2 miles |
| Wire..... | 85 miles |
| Hedge..... | 23 miles |
| Board and wire..... | 68.5 miles. |
| Total..... | 256.7 |
| Built during the year: Wire, 12.5 miles; cost, 50¢ per rod. | |

STATIONS.

| | |
|--------------------------|----|
| Number in Illinois..... | 51 |
| Total on whole line..... | 51 |

EQUIPMENT.

| Description. | Whole line. | Total. |
|--|-------------|--------|
| Locomotives— | | |
| Passenger | 13 | |
| Freight | 31 | |
| | | 44 |
| Passenger Equipment— | | |
| Coaches | 12 | |
| Baggage cars | 2 | |
| Combination | 8 | |
| | | 22 |
| Freight Equipment— | | |
| Box cars | 307 | |
| Stock cars | 73 | |
| Caboose | 23 | |
| Flat cars | 8 | |
| Coal cars | 227 | |
| Other cars | 2 | |
| | | 640 |
| Total number cars of all classes | | 706 |

Platform and coupler used, Miller.

Brake used, Westinghouse Automatic.

EMPLOYEES.

NUMBER, CHARACTER OF SERVICE, AND ANNUAL SALARIES OF EMPLOYEES.

| Average No. em- ployed. | Officers and Employés. | Average yearly salary. | *Aggregate yearly salary. |
|-------------------------------|---|------------------------------|---------------------------------|
| 4 | General officers | \$2,950 00 | \$12,448 34 |
| 1 | Master mechanic | 3,000 00 | 3,000 00 |
| 2 | Road masters | 1,080 00 | 2,160 00 |
| 67 | Clerks | 690 88 | 48,861 01 |
| 19 | Machinists | 713 68 | 14,313 33 |
| 9 | Passenger conductors | 1,026 66 | 9,753 00 |
| 18 | Freight conductors | 759 53 | 14,411 14 |
| 10 | Passenger engineers | 1,280 00 | 13,511 10 |
| 29 | Freight engineers | 800 00 | 21,488 75 |
| 39 | Firemen | 460 00 | 18,936 45 |
| 20 | Wipers | 498 00 | 10,513 33 |
| 7 | Baggagemen | 608 57 | 4,496 66 |
| 52 | Brakemen | 517 14 | 28,385 20 |
| 20 | Station agents not telegraph operators | 644 15 | 13,598 67 |
| 24 | Station agents also telegraph operators | 476 23 | 12,064 49 |
| 30 | Telegraph operators not station agents | 566 00 | 17,923 32 |
| 59 | Carpenters | 593 47 | 36,959 99 |
| 39 | Section foremen | 546 15 | 22,483 33 |
| 155 | Sectionmen | 311 78 | 51,010 94 |
| 39 | Laborers | 411 68 | 16,947 47 |
| 1 | Flagman | 300 00 | 316 66 |
| 6 | Switchmen and watchmen | 372 71 | 2,300 48 |
| 11 | Bridge tenders and pumpers | 312 00 | 3,623 67 |
| 55 | Other employes | 643 38 | 37,351 86 |
| 716 | Total | | \$419,939 49 |

Of these employés, 707 are employed in Illinois, and their aggregate annual salary is \$415,559 19.

*Includes 20 days in June, 1885.

TRAFFIC.

PASSENGERS AND FREIGHT CARRIED.

| | In Illinois. |
|--|--------------------|
| Through passengers | 39,463 |
| Local passengers | 341,891 |
| Total passengers carried | 381,054 |
| Number of passengers carried one mile | 9,633,667 |
| Average number of miles traveled by each passenger | 25.7 |
| Average receipts per passenger per mile | 2.56.9 |
| Average cost per passenger per mile | 2.25.9 |
| Through freight, in tons | 285,431 |
| Local freight, in tons | 278,473 |
| Total tons freight carried | 563,904 |
| Average tons of freight carried one mile | 44,181,382 |
| Average receipt per ton freight per mile | 1.342 cts. |
| Proportion freight carried in Illinois | 100 ⁰ . |

FREIGHT CLASSIFIED.

| | In Illinois, Tons. |
|---|-----------------------|
| Corn, wheat and rye | 240,622 |
| Other agricultural products | 23,710 |
| Flour | 6,933 |
| Provisions | 6,687 |
| Salt | 1,994 |
| Agricultural implements | 2,357 |
| Ore | 285 |
| Wagons and other manufactured articles | 65,282 |
| Lumber | 28,337 |
| Other forest products | 6,275 |
| Live stock | 52,398 |
| Stone, brick, sand, lime, clay, cement and stucco | 7,909 |
| Coal | 97,619 |
| Merchandise | 13,632 |
| Domestic spirits | 9,864 |
| Total tons | 563,904 |

MILEAGE.

TRAIN MILEAGE.

| Trains. | In Illinois. |
|--|--------------|
| Passenger | 359,511 |
| Freight | 405,391 |
| Mixed: Passenger, 27,673; freight, 60,457 | 88,130 |
| Construction | 13,253 |
| Switching: Passenger trains, 9,015 miles; freight trains, 70,721 miles | 79,736 |
| Other | 10,381 |
| Total train mileage | 956,402 |

CAR MILEAGE.

| Cars. | In Illinois. |
|----------------------------------|--------------|
| Passenger, mail and baggage..... | 1,288,760 |
| Freight..... | 5,242,405 |
| Total car mileage..... | 6,531,165 |
| Empty freight car mileage..... | 1,181,547 |

PASSENGER MILEAGE AND FREIGHT TONNAGE.

| Passenger mileage. | In Illinois. | Freight tonnage. | In Illinois. |
|-----------------------------|--------------|----------------------------|--------------|
| Through..... | 2,686,650 | Through..... | 27,305,810 |
| Local..... | 6,347,017 | Local..... | 16,875,572 |
| Total passenger mileage.... | 9,033,667 | Total freight tonnage..... | 44,181,382 |

* INCOME.

MONTHLY TRANSPORTATION EARNINGS—IN ILLINOIS.

| Months. | From passenger department. | From freight department. | Total. |
|--------------------|----------------------------------|--------------------------------|--------------|
| 1885, July..... | \$34,679 15 | \$75,547 55 | \$110,226 70 |
| " August..... | 25,727 29 | 56,435 91 | 82,163 20 |
| " September..... | 27,835 05 | 65,529 30 | 93,364 35 |
| " October..... | 24,499 46 | 58,192 02 | 82,691 48 |
| " November..... | 21,112 88 | 47,980 42 | 69,093 30 |
| " December..... | 23,127 92 | 50,421 05 | 73,548 97 |
| 1886, January..... | 18,376 01 | 46,368 99 | 64,745 00 |
| " February..... | 20,162 25 | 53,140 75 | 73,303 00 |
| " March..... | 25,188 42 | 44,939 19 | 70,127 61 |
| " April..... | 19,597 68 | 35,555 43 | 55,153 11 |
| " May..... | 19,974 40 | 41,559 21 | 61,533 61 |
| " June..... | 20,521 42 | 37,739 86 | 58,261 28 |
| Total..... | \$280,801 93 | \$613,409 68 | \$894,211 61 |

*Includes 20 days in June, 1885.

INCOME FROM OTHER SOURCES.

| Sources. | In Illinois. |
|--|--------------|
| From rents for use of road..... | \$30,078 22 |
| Interest..... | 365 33 |
| Wabash, St. Louis and Pacific Railway..... | 1,200 00 |
| Total..... | \$31,643 55 |

TOTAL INCOME FROM ALL SOURCES.

| Sources. | In Illinois. |
|---------------------------------------|--------------|
| 31.4 % From passenger department..... | \$280,801 93 |
| 68.6 % From freight department..... | 613,409 68 |
| | \$894,211 61 |
| From other sources..... | 31,643 55 |
| Total income from all sources..... | \$925,855 16 |

DEDUCTIONS MADE FROM TRANSPORTATION EARNINGS.

| Average earnings. | In Illinois. |
|---|------------------|
| Average passenger department earnings per mile, 247 1/2 | \$1,136 39 |
| Average passenger department earnings per train mile, 387.184 | 72.5 cts. |
| Average freight department earnings per mile | 2,482 43 |
| Average freight department earnings per train mile, 465.848 | 1 32 |
| Average gross transportation earnings per mile | 3,618 82 |
| Average gross transportation earnings per train mile, 853.632 | 1 04 |
| Average net transportation earnings per mile | 763 40 |
| Average net transportation earnings per train mile | 221 30 cts. |
| The ratio of passenger to freight earnings was | As 100 is to 218 |

OPERATING EXPENSES AND TAXES.

| Items of Operating Expenses. | In Illinois. |
|--|--------------|
| Salaries general officers and clerks | \$83,676 17 |
| Law expenses | 337 90 |
| Insurance | 2,873 26 |
| Stationery and printing | 9,379 71 |
| Outside agencies and advertising | 6,506 65 |
| Contingencies | 10,137 22 |
| Repairs or renewals—bridges (including culverts and cattle-guards) | 41,711 84 |
| Repairs or renewals—buildings | 8,069 22 |
| Repairs or renewals—fences, road-crossings or signs | 4,822 41 |
| Renewals of ties | 39,550 99 |
| Repairs of roadway and track | 88,882 84 |
| Repairs of locomotives | 46,249 31 |
| Fuel for locomotives | 42,217 61 |
| Water supply | 7,151 88 |
| Oil and waste | 2,654 19 |
| Locomotive service | 56,779 06 |
| Switching | 66,803 53 |
| Repairs of passenger cars | 14,727 08 |
| Passenger train service | 29,576 34 |
| Passenger train supplies | 1,436 38 |
| Rent of buildings | 11,046 86 |
| Repairs of freight cars | 33,436 28 |
| Freight train service | 37,045 93 |
| Freight train supplies | 827 52 |
| Mileage of freight cars (debit balance) | 19,593 61 |
| Telegraph expenses (maintenance and operating) | 20,853 41 |
| Damage and loss of freight and baggage | 446 43 |
| Damage to property and cattle | 4,410 25 |
| Personal injury | 105 40 |
| Agents and station service | 70,653 23 |
| Station supplies | 2,613 04 |
| Total operating expenses | \$705,575 55 |
| Taxes | 38,372 34 |
| Total operating expenses and taxes | \$743,947 89 |

Average operating expenses (less taxes) per mile, \$2,855.42.

Average operating expenses (less taxes) per train mile, \$82.7.

Proportion of operating expenses (less taxes) to earnings, 78.9 %.

EXPENSES IN ADDITION TO OPERATING EXPENSES AND TAXES.

| Paid for— | In Illinois. |
|------------------------------|--------------|
| Additional equipment | \$14,655 00 |
| Additional real estate | 201 55 |
| Construction—new steel rails | 46,539 71 |
| Total additional expenses | \$61,396 26 |

GENERAL EXHIBIT.

NET INCOME, DIVIDENDS, BALANCES.

| | | |
|--|-------------|--------------|
| Total income (transportation) | | \$894,211 61 |
| Operating expenses, less taxes | | 705,575 55 |
| Excess of income over operating expenses | | \$188,636 06 |
| Less taxes | | 38,372 34 |
| Excess of income over operating expenses and taxes | | \$150,263 72 |
| Rentals | | 60,802 92 |
| Net income | | \$89,460 80 |
| Balance for the year | | \$89,460 80 |
| Additional equipment | \$14,655 00 | |
| Additional real estate | 201 55 | |
| New steel rails | 46,539 71 | |
| | | 61,396 26 |
| Add track rentals | \$30,078 22 | \$28,064 54 |
| Add interest | 365 33 | |
| Add from W., St. L. and P. Ry. | 1,200 00 | 31,643 55 |
| Balance (profit) carried forward to next year | | \$59,708 09 |

CHARGES TO PROPERTY DURING THE YEAR.

Dr.

| | |
|-----------------------------|-------------|
| Construction and equipment: | |
| Fifty new coal cars | \$14,655 00 |
| Total charges | 14,655 00 |
| Net additions | 14,655 00 |

GENERAL BALANCE SHEET.

| Assets. | | Liabilities. | |
|-------------------------------------|-------------|-----------------------------------|-------------|
| <i>Cash items, as follows:</i> | | <i>Unfunded debt, as follows:</i> | |
| Cash | \$51,791 40 | Vouchers and accounts | \$22,949 22 |
| Due from agents and companies | 30,865 91 | Income | 59,708 09 |
| Total assets | \$82,657 31 | Total liabilities | \$82,657 31 |

ADDITIONAL INFORMATION.

This Company has contracts with the United States Government for the transportation of mails, as follows: Route No. 23,027, State line to Warsaw, 228⁷/₁₀₀ miles, at \$117.99 per mile, or \$27,004.37 per year. Route No. 23,076, LaHarpe to Burlington, 209³/₁₀₀ miles, at \$12.75 per mile, or \$859.70 per year.

The Pacific Express Company does business on this road under parcel contract at the rate of \$40 per day.

No transportation companies are doing business on this road under contract.

The Woodruff Sleeping and Parlor Coach Company runs sleepers between Chicago and Peoria over the W., St. L. & P. Ry. T. P. & W. R. R. *via* Forrest; \$1.50 per berth is charged in addition to passenger fare. The Woodruff Sleeping and Parlor Coach Company and the Pullman Palace Car Company run cars between Chicago and Kansas City over the T. P. & W. R. R. *via* Forrest and Peoria; \$2.50 per berth is charged in addition to passenger fare between Chicago and Kansas City.

No freight cars or freight of transportation companies or lines doing business on this road are given any preference in speed or order of transportation.

This Company has contracts respecting freight traffic with every connecting and competing road except the Fulton County Narrow Gauge Railway.

These contracts operate at all junctions and competing points.

The object of these contracts is to effect the maintenance of reasonable and uniform transportation charges and prevent unfair discrimination.

In some cases rates at competing points are lower than at non-competing points for like kinds and quantity; but there is no data for giving the exact proportions.

Freight received from and delivered to connecting lines is denominated through freight, with some exceptions.

Local freight is freight originating and terminating at our stations, with exception of freight received from connecting roads, on which we receive local rates.

This Company has one machine shop, located at Peoria, Ill., employing 106 men.

The work done in the Peoria shop is the repair and maintenance of the engines and cars. We do not build new engines and cars.

The main line and branches are wholly within the State of Illinois. No separate charges are made to branches.

The average receipt per ton per mile for the transportation of Illinois coal, for the year ending June 30, 1886, was 1²⁹/₁₀₀ cents.

The gross number of tons of Illinois coal carried for the year ending June 30, 1886, was 49,469.

STATEMENT OF ACCIDENTS.

KILLED AND INJURED DURING THE YEAR.

| No. | Name of person. | Occupation. | Cause of accident. | Date of accident. | Character of injury. | Whole line. | |
|-----------------|---------------------|-------------------|--------------------------|-------------------|----------------------|-------------|----------|
| | | | | | | Killed. | Injured. |
| 1 | Eugene O'Hara. | Brakeman. | Coupling cars. | July 5, 1885. | Hand mashed. | | |
| 2 | J. M. Will. | Passenger. | Jumped off moving train. | " 11 " | Shoulder dislocated. | | |
| 3 | Unknown. | Bridge carpenter. | Was on track. | " 12 " | Killed. | | |
| 4 | Chester E. Slyter. | Bridge carpenter. | Missed his footing. | " 27 " | Sprained ankle. | | |
| 5 | J. J. Henderson. | Sectionman. | Fell off car of lumber. | " 30 " | Concussion of spine. | | |
| 6 | Henry Pardy. | Brakeman. | Breaking of track bolt. | Aug. 11 " | Wrist dislocated. | | |
| 7 | D. Peterson. | Line repairer. | Coupling cars. | " 22 " | Finger mashed. | | |
| 8 | W. A. Love. | Pumper-insane. | Fell from tree. | " 25 " | Leg broken. | | |
| 9 | Jennie O'Day. | Brakeman. | Standing on track. | Oct. 4 " | Killed. | | |
| 10 | P. J. Wall. | Blacksmith. | Uncoupling cars. | Nov. 28 " | Finger amputated. | | |
| 11 | M. Toole. | Brakeman. | Glancing hammer. | Dec. 18 " | Finger broken. | | |
| 12 | James Moser. | Sectionman. | Stepping from hand-car. | " 23 " | Leg bruised. | | |
| 13 | H. H. Bond. | Bridge carpenter. | Full of embankment. | " 29 " | Knee bruised. | | |
| 14 | J. E. Hoyerstahl. | Brakeman. | Uncoupling cars. | Jan. 7, 1886. | Two fingers crushed. | | |
| 15 | Edward Purcell. | Engineer. | Struck by engine. | " 9 " | Head cut. | | |
| 16 | S. Burbridge. | Conductor. | Coupling cars. | Feb. 2, 1886. | Two fingers bruised. | | |
| 17 | E. McTeland. | Brakeman. | Fell off train. | " 4 " | Stunned. | | |
| 18 | C. R. Ford. | Passenger. | Coupling cars. | Mar. 4 " | Finger mashed. | | |
| 19 | John Dillon. | Passenger. | Walked off train. | Apr. 5 " | Bruised. | | |
| 20 | Charles Montgomery. | Brakeman. | Fell against train. | " 12 " | Head cut. | | |
| 21 | Wm. Walsh. | Bridgeman. | Fell from bridge. | May 3 " | Leg broken. | | |
| Total..... | | | | | | 2 | 19 |
| Passengers..... | | | | | | | 2 |
| Employees..... | | | | | | | 16 |
| Others..... | | | | | | | 1 |

WABASH, ST. LOUIS AND PACIFIC RAILWAY.

In hands of Receivers.

ORGANIZATION AND CONSTRUCTION.

Toledo and Wabash Railway, organized 1862.

Great Western Railway, organized 1859.

Toledo and Wabash Railway consolidated with the Great Western Railway in 1865, the consolidated company taking the name of the Toledo, Wabash and Western Railway.

Toledo, Wabash and Western Railway placed in the hands of Jacob H. Cox, Receiver, in February, 1875.

Wabash Railway organized January 6, 1877, and acquired property of Toledo, Wabash and Western Railway at foreclosure sale in February, 1877.

The St. Louis, Kansas City and Northern Railway was organized under the General Laws of Missouri, January 2, 1872, and purchased the property of the North Missouri Railroad from Morris K. Jessup, trustee, February 6, 1872.

The Wabash Railway was consolidated with the St. Louis, Kansas City and Northern Railway, November 10, 1879, the consolidated company taking the name of the Wabash, St. Louis and Pacific Railway Company.

OFFICERS.

| | |
|--|------------------|
| President, James T. Joy..... | Detroit, Mich |
| Vice-President, A. L. Hopkins..... | New York City |
| Receivers, Solon Humphreys, Thomas E. Tutt..... | St. Louis |
| General Agent for Receiver, James F. How..... | St. Louis |
| Secretary, O. D. Ashley..... | New York City |
| Treasurer, D. S. H. Smith..... | St. Louis |
| Auditor, D. B. Howard..... | St. Louis |
| General Solicitor, Wells H. Blodgett..... | St. Louis |
| General Manager, A. A. Talmage..... | St. Louis |
| General Superintendent, K. H. Wade..... | St. Louis |
| Division Superintendent in Illinois, G. W. Stevens..... | Decatur, Ill |
| Chief Engineer, W. S. Lincoln..... | St. Louis |
| General Traffic Manager, James Smith..... | St. Louis |
| General Freight Agent, M. Knight..... | St. Louis |
| General Passenger and Ticket Agent, F. Chandler..... | St. Louis |
| Purchasing Agent, H. H. Wellman..... | St. Louis |
| Superintendent of Telegraph, G. C. Kinsman..... | Decatur, Ill |
| Assistant General Baggage Agent, Samuel H. Overholt..... | St. Louis |
| Superintendent Motive Power and Machinery, J. B. Barnes..... | Springfield, Ill |
| Superintendent Car Department, M. M. Martin..... | Decatur, Ill |

General office at St. Louis, Mo.

DIRECTORS.

| | |
|-----------------------|-------------------|
| Samuel Sloan..... | New York City |
| James Cheney..... | Fort Wayne, Ind. |
| A. L. Hopkins..... | New York City |
| Russell Sage..... | New York City |
| Charles Ridgely..... | Springfield, Ill. |
| George L. Dunlap..... | Chicago, Ill |
| James T. Joy..... | Detroit, Mich |
| Sidney Dillon..... | New York City |
| F. L. Ames..... | Boston, Mass |
| Geo. J. Gould..... | New York City |
| O. D. Ashley..... | New York City |
| E. C. Clark..... | New York City |
| E. H. Nichols..... | New York City |

Date of annual election, second Tuesday in March.

This report does not include the operations of the following branches in Illinois, which were dropped prior to the period for which this report is made:

Cairo Division (C. V. & C.) Line.

Champaign, Havana and Western Railway.

Havana, Rantoul and Eastern Railway.

Toledo, Peoria and Western Railway.

The following roads in other States have been surrendered by the Receivers since the last report, so this report does not include their operations after the dates indicated:

| | |
|--|------------------|
| Quincy, Missouri and Pacific Railway, surrendered | July 31, 1885 |
| Indianapolis, Peru and Chicago Railway, surrendered | October 22, 1885 |
| Centreville, Moravia and Albion Railway, surrendered | January 15, 1886 |
| Council Bluffs and St. Louis Railway, surrendered | March 6, 1886 |
| Clarinda and St. Louis Railway, surrendered | April 15, 1886 |
| St. Joseph and St. Louis Railway, surrendered | April 23, 1886 |

CAPITAL STOCK.

| | |
|---------------------------|-----------------|
| Amount of common stock | \$28,401,400 00 |
| Amount of preferred stock | 24,222,400 00 |

FUNDED DEBT IN DETAIL—FOR ENTIRE SYSTEM.

| Name of Bond. | When due. | Rate per cent. | Interest. | | Amount of bonds. |
|-------------------------------------|-------------|----------------|----------------|------------------------|------------------|
| | | | When payable | Am't paid during year. | |
| 1st mort. Toledo & Illinois R. R. | Aug., 1890 | 7 | July and Aug. | \$24 62 | \$900,000 00 |
| 1st mort. L. E. W. & St. L. R. R. | " | 7 | " " | 86 17 | 2,500,000 00 |
| 1st mort. Gt. Western of 1859 | May, 1888 | 7 | " " | 246 19 | 2,496,000 00 |
| 1st mort. Ill. and So. Iowa R. R. | Aug., 1882 | 7 | " " | " | 300,000 00 |
| 1st mort. D. & E. St. L. R. R. | 1889 | 7 | " " | 61 55 | 2,700,000 00 |
| 1st mort. Quincy & Toledo R. R. | Nov., 1890 | 7 | May and Nov. | 118 69 | 500,000 00 |
| 1st mort. Gt. W. St. W. of Decatur | " | 7 | " " | " | 2,000 00 |
| 2d mort. Toledo & Wabash R. R. | May, 1893 | 7 | " " | 185 45 | 1,000,000 00 |
| 2d mort. Wabash & West. R. R. | " | 7 | " " | 308 78 | 1,500,000 00 |
| 2d mort. Gt. Western of 1859 | " | 7 | " " | 623 14 | 2,500,000 00 |
| Con. S'king F'd B'ds T. W. & W. | Feb., 1907 | 7 | Feb. and Aug. | 129 34 | 2,610,000 00 |
| Wab. Ry. funded debt, 7s | April, 1909 | 7 | " | " | 578,500 00 |
| " " " graduated | " | " | Apr. and Oct. | 5 28 | 1,402,000 00 |
| " " " 7s of 1859 | " | " | " | 47 82 | 2,000,000 00 |
| Graduated scrip certificates | Various | 7 | Various | 3 59 | 552,150 50 |
| 7% scrip certificates of Aug. 1, 77 | " | 7 | " | " | 115,385 00 |
| 7% " Feb. 1, 77 | " | 7 | " | " | 361,811 87 |
| Collateral trust bonds | May, 1913 | 6 | May and Nov. | 32,569 97 | 10,000,000 00 |
| 1st mort. Han. & Naples R. R. | June, 1909 | 7 | June and Dec. | " | 500,000 00 |
| 1st mort. Champ., Han. & West. | Dec., 1910 | 6 | " " | " | 1,167,000 00 |
| 1st mort. Chicago Division | July, 1900 | 5 | Jan. and July | 3,336 26 | 4,500,000 00 |
| 1st mort. Hav., Ran. & Eastern | " | 7 | " " | " | 300,000 00 |
| 1st mort. Detroit Division | Nov., 1911 | 7 | " " | " | 2,052,000 00 |
| 1st mort. Indianapolis Division | June, 1921 | 6 | June and Dec. | " | 2,000,000 00 |
| 1st mort. Cairo Division | Oct., 1931 | 5 | Jan. and July | " | 3,857,000 00 |
| 1st mort. Ind., Peru & Chicago | July, 1891 | 7 | " " | 24,772 97 | 275,000 00 |
| 1st mort. Chi., Cin. & Louisville | Jan., 1887 | 7 | " " | " | 1,000,000 00 |
| 1st p'd Cham. Han. & West. | April, 1909 | 7 | " " | " | 340,300 00 |
| 1st mort. North Missouri R. R. | March, 1895 | 7 | " " | 405,395 77 | 6,000,000 00 |
| 1st mort. Omaha Division | April, 1919 | 7 | Apr. and Oct. | 13,756 14 | 2,350,000 00 |
| 1st mort. Clarinda Branch | " | 6 | Feb. and Aug. | 3 71 | 261,000 00 |
| 1st mort. Iowa Division | March, 1921 | 6 | Mch. and Sept. | 299 84 | 2,256,000 00 |
| 1st mort. Cent. Mor. & Albia | Jan., 1920 | 6 | Jan. and July | " | 400,000 00 |
| R'est. and Ry mgt. S. R. C. & N | Sept., 1895 | 7 | Mch. and Sept. | 308,968 44 | 3,000,000 00 |
| 1st mort. St. Charles Bridge | Oct., 1908 | 7 | Apr. and Oct. | 86,671 48 | 1,000,000 00 |
| 2d | 1903 | 7 | " | 10,379 65 | 388,500 00 |
| Real estate notes | " | *6 | Mch. and Sept. | 4,050 00 | 68,000 00 |
| General mortgage | June, 1920 | 6 | June and Dec. | " | 17,000,000 00 |
| Havana division, scrip | Various | " | Various | " | 23,500 00 |
| Iowa | " | " | " | " | 2,250 00 |
| Total | | | | \$922,844 85 | 880,762,009 37 |

Average bonded debt per mile for 3,488.3 miles, \$23,123.58.

Sundry branches aggregating 1,666.4 miles, were dropped from the system prior to June 30, 1886. The whole mileage of the system is used because the statement of funded debt, as above, covers the entire system before any lines were dropped.

UNFUNDED DEBT IN DETAIL—ENTIRE SYSTEM.

| On what Account. | Amount |
|---|----------------|
| Interest unpaid (see note below) | \$141,518 75 |
| Taxes unpaid, vouchers and accounts | 1,933,055 38 |
| Receiver's certificates | 1,479,294 00 |
| Total interest paid | \$922,814 85 |
| Total | \$4,556,868 13 |

| | |
|--|----------------|
| NOTE.—The above amount represents interest to May 29, 1884 | \$1,141,518 75 |
| Since that date the road has been operated by receivers, and an additional amount of interest has accrued on roads now operated, which has not been paid or taken up in receiver's account | 7,028,888 00 |
| Due, \$6,135,536 21; accrued, not due, \$593,351 76 | \$8,173,406 75 |
| Interest on lines surrendered by receivers, accrued to June 30, 1886, not included in above | 1,532,594 22 |

TOTAL LIABILITIES.

COMMON AND PREFERRED STOCK AND FUNDED AND UNFUNDED DEBT.

| Stocks and bonds. | Total. |
|---|------------------|
| Common stock | \$28,404,400 00 |
| Preferred stock | 24,222,400 00 |
| Bonded debt | 80,762,009 37 |
| Floating debt | \$4,556,868 13 |
| " " including interest as above | 7,028,888 00 |
| | 11,585,756 13 |
| Aggregate | \$141,974,565 59 |
| Average per mile for 3,488.3 miles | 38,238 01 |

LENGTH OF TRACK.

| Main Line and Branches. | Main line and branch's whole line. | Main line and branch's in Illinois. |
|---|------------------------------------|-------------------------------------|
| As per last report | 2,776 5 | 894 6 |
| Deduct—Lines and branches surrendered in other States since last report | 687 1 | |
| | 2,089 4 | |
| Add—Line Fairbury to Forrest, rented from T. P. & W. R'y. | 5 4 | 5 4 |
| Other lines in other States rented | 45 8 | |
| | 2,140 6 | 900 |
| Main line and branches | | 138 9 |
| Sidings on main lines | | 33 6 |
| Sidings on branches | | |
| Aggregate length of all tracks | | 1,072 5 |

Proportion of road in Illinois, 42 % June 30, 1886.

RAILS AND TIES—IN ILLINOIS.

| | | |
|----------------------------------|---------|---------|
| Iron— | | |
| On road..... | 327 | miles. |
| Average weight per yard..... | 56 | pounds. |
| Steel— | | |
| On road..... | 567.6 | miles. |
| Average weight per yard..... | 63 | pounds. |
| Re-laid during the year..... | 59.7 | miles. |
| Ties— | | |
| Average number per mile..... | 3,259 | |
| Number laid during the year..... | 343,496 | |

BRIDGES.

| | | |
|-----------------------------------|-----|----------------------|
| Number of wooden in Illinois..... | 24 | length, 3,762 feet. |
| Number of iron in Illinois..... | 12 | length, 3,686 feet. |
| Number of piling in Illinois..... | 553 | length, 81,495 feet. |
| Total..... | 789 | length, 88,943 feet. |

BUILT DURING THE YEAR IN ILLINOIS.

| | | |
|-----------------------|----|---------------------|
| Number of wooden..... | 3 | length, 607 feet. |
| Number of piling..... | 85 | length, 4,630 feet. |
| Total..... | 88 | length, 5,237 feet. |

FENCING.

| Kinds of fence. | Whole line. | |
|------------------------|------------------|---------------|
| | Length in miles. | Cost per rod. |
| Post and board..... | 289.1 | .60 |
| Wire..... | 611.2 | .50 |
| Hedge..... | 5.5 | .40 |
| Total..... | 905.8 | .49 |
| Built during year..... | 118.9 | .50 |

STATIONS.

| | |
|-----------------------------|-----|
| Number in Illinois..... | 223 |
| Number out of Illinois..... | 330 |
| Total on whole line..... | 553 |

EQUIPMENT.

ENTIRE SYSTEM, INCLUDING NARROW GAUGE

| Description. | Whole line. | Total. |
|---------------------------------------|-------------|--------|
| Locomotives— | | |
| Passenger and freight..... | 475 | 475 |
| Passenger equipment— | | |
| Coaches..... | 157 | |
| Sleepers and parlor cars..... | 2 | |
| Chair cars..... | 20 | |
| Dining cars..... | 5 | |
| Officers' cars..... | 7 | |
| Express, baggage and mail cars..... | 165 | |
| Freight equipment— | | |
| Box cars..... | 9,038 | |
| Stock cars..... | 1,821 | |
| Chabooses..... | 245 | |
| Flat and coal cars..... | 3,896 | |
| Total number cars of all classes..... | | 15,009 |

AVERAGE LIFE OF LOCOMOTIVES, CARS, RAILS, TIES, BRIDGES, ETC.

| Equipment and Superstructure. | Average life in years. |
|-----------------------------------|------------------------|
| Locomotives— | |
| Passenger..... | 5 |
| Cars— | |
| Passenger..... | 6 |
| Baggage, box, stock and coal..... | 6 |
| Rails— | |
| Iron..... | 6 |
| Steel..... | 15 |
| Joint fastenings..... | 10 |
| Frogs..... | 2 |
| Ties— | |
| Oak..... | 7 |
| Bridges— | |
| Wooden..... | 6 |
| Trestles..... | 6 |
| Piling..... | 6 |
| Telegraph poles— | |
| Cedar, red..... | 25 |
| Cedar, white..... | 15 |
| Other..... | 18 |
| Fence posts..... | 6 |

EMPLOYEES.

NUMBER, CHARACTER OF SERVICE, AND ANNUAL SALARIES OF EMPLOYEES.

| Average No. employed. | Officers and Employees. | Average yearly salary. | Aggregate yearly salary. |
|-----------------------|--|------------------------|--------------------------|
| 23 | General officers..... | \$5,948 40 | \$130,864 80 |
| 172 | Assistant and division superintendents and clerks..... | 1,163 16 | 200,063 52 |
| 1,132 | Clerks..... | 656 10 | 743,044 80 |
| 697 | Machinists..... | 606 00 | 422,382 00 |
| 872 | Passenger and freight conductors and men..... | 801 60 | 698,995 20 |
| 1,142 | Passenger and freight engineers, firemen and wipers..... | 853 20 | 974,254 40 |
| | Baggagemen and brakemen, included in conductors, etc. | | |
| 390 | Station agents not telegraph operators, and station agents also telegraph operators..... | 510 00 | 198,900 00 |
| 270 | Telegraph operators, not station agents..... | 603 60 | 162,972 00 |
| 1,102 | Carpenters, car repairers, etc..... | 562 80 | 620,205 60 |
| 3,312 | Section foremen, sectionmen and laborers..... | 456 00 | 1,523,952 00 |
| 194 | Flagmen and watchmen..... | 424 80 | 82,411 20 |
| 327 | Switchmen..... | 760 80 | 248,781 60 |
| 91 | Pumpers..... | 512 40 | 46,628 40 |
| ..... | Total..... | | \$8,053,555 52 |

TRAFFIC.

PASSENGERS AND FREIGHT CARRIED.

| | Whole line. |
|---|--------------------------|
| Through passengers..... | 245,477 |
| Local passengers..... | 2,509,328 |
| Total passengers carried..... | 2,754,805 |
| Number of passengers carried one mile..... | 123,895,206 |
| Average number cars in passenger train..... | $4\frac{7}{10}$ |
| Average number of miles traveled by each passenger..... | $44\frac{7}{10}$ |
| Average receipts per passenger per mile..... | $2\frac{81}{1000}$ CTS. |
| Average cost per passenger per mile..... | $22\frac{12}{1000}$ CTS. |
| Through freight, in tons..... | 3,274,996 |
| Local freight, in tons..... | 1,988,949 |
| Total tons freight carried..... | 5,263,945 |
| Average tons of freight carried one mile..... | 1,116,259,807 |
| Average number of cars in freight train..... | $21\frac{8}{10}$ |
| Average number tons of freight per train..... | $174\frac{7}{10}$ |
| Average number tons of freight per car..... | 11 |
| Average receipt per ton freight per mile..... | $7\frac{88}{1000}$ |
| Proportion freight carried in Illinois (estimated)..... | $41\frac{2}{10}\%$ |

FREIGHT CLASSIFIED.

| | Whole line, tons. |
|--|----------------------|
| Grain..... | 1,256,356 |
| Flour..... | 110,981 |
| Other agricultural products..... | 219,325 |
| Provisions, salt, agricultural implements, furniture, wagons and other manu- factured articles..... | 908,183 |
| Lumber and other forest products..... | 605,903 |
| Horses, mules, cattle, hogs and sheep..... | 384,028 |
| Iron, lead, and other mineral products..... | 33,762 |
| Coal and coke..... | 1,145,311 |
| Other articles..... | 600,096 |
| Total tons..... | 5,263,945 |

MILEAGE.

TRAIN MILEAGE.

| Trains. | Whole line. |
|--------------------------|-------------|
| Passenger..... | 4,007,259 |
| Freight..... | 6,401,825 |
| Switching..... | 2,517,557 |
| Other..... | 390,562 |
| Total train mileage..... | 13,317,203 |

CAR MILEAGE.

| Cars. | Whole line. |
|----------------------------------|-------------|
| Passenger, mail and baggage..... | 18,430,331 |
| Freight..... | 103,361,504 |
| Total car mileage..... | 121,791,835 |
| Empty freight car mileage..... | 36,821,316 |

PASSENGER MILEAGE AND FREIGHT TONNAGE.

| Passenger mileage. | Whole line. | Freight tonnage. | Whole line. |
|-------------------------|-------------|-------------------------|---------------|
| Through..... | 46,452,480 | Through..... | 906,483,235 |
| Local..... | 77,442,726 | Local..... | 209,776,572 |
| Total pass. milage..... | 123,895,206 | Total fr't tonnage..... | 1,116,259,807 |

INCOME.

MONTHLY TRANSPORTATION EARNINGS—WHOLE LINE.

| Months. | From passenger department. | From freight department. | Total. |
|--------------------|----------------------------------|--------------------------------|-----------------|
| 1885, July..... | \$333,585 14 | \$599,095 54 | \$932,680 68 |
| " August..... | 366,041 58 | 766,266 33 | 1,132,307 91 |
| " September..... | 394,511 23 | 841,650 48 | 1,236,161 71 |
| " October..... | 388,671 87 | 917,980 98 | 1,306,652 85 |
| " November..... | 365,062 04 | 902,394 73 | 1,267,456 77 |
| " December..... | 368,463 98 | 780,548 22 | 1,088,952 20 |
| 1886, January..... | 244,439 12 | 569,807 05 | 814,246 17 |
| " February..... | 251,664 80 | 802,917 09 | 1,054,581 89 |
| " March..... | 302,956 54 | 719,856 63 | 1,022,813 17 |
| " April..... | 300,224 30 | 728,114 72 | 1,028,339 02 |
| " May..... | 306,430 83 | 652,811 78 | 959,242 61 |
| " June..... | 275,955 15 | 686,784 20 | 962,739 35 |
| Total..... | \$3,777,346 58 | \$8,968,227 75 | \$12,745,574 33 |

IN ILLINOIS.

| | From pas- senger department. | From freight department. | Total. |
|-----------------------------|------------------------------------|--------------------------------|----------------|
| Estimated for the year..... | \$1,231,733 64 | \$3,695,200 92 | \$4,926,934 56 |

INCOME FROM OTHER SOURCES.

| Sources. | Whole line. | In Illinois. |
|--|--------------|--------------|
| From rents for use of road: | | |
| From rents from C. & A. for Braceville branch..... | \$9,000 00 | \$9,000 00 |
| From rents from Ind. Ill. & Iowa tracks at Streator..... | 1,375 00 | 1,375 00 |
| From rents of buildings at Streator..... | 300 00 | 300 00 |
| From rents of buildings at Peoria..... | 880 00 | 880 00 |
| From rents of buildings at Forrest..... | 400 00 | 400 00 |
| From rents of buildings at Hamilton..... | 200 00 | 200 00 |
| From other rentals..... | 30,936 77 | |
| From other sources..... | 156,619 09 | |
| Total..... | \$199,710 86 | \$12,155 00 |

TOTAL INCOME FROM ALL SOURCES.

| Sources. | Whole line. | In Illinois. |
|------------------------------------|-----------------|----------------|
| From passenger department..... | \$3,777,346 58 | \$1,231,733 64 |
| From freight department..... | 8,968,227 75 | 3,695,200 92 |
| From other sources..... | 199,710 86 | 12,155 00 |
| Total income from all sources..... | \$12,945,285 19 | \$4,939,089 56 |

DEDUCTIONS MADE FROM TRANSPORTATION EARNINGS.

| Average earnings. | Whole line. | In Illinois. |
|---|------------------|------------------|
| Average passenger department earnings per mile..... | \$1,605 33 | \$1,368 90 |
| Average passenger department earnings per train mile..... | 92 | |
| Average freight department earnings per mile..... | 3,811 40 | 4,105 77 |
| Average freight department earnings per train mile..... | 1 40 | |
| Average gross transportation earnings per mile..... | 5,416 73 | 5,474 67 |
| Average gross transportation earnings per train mile..... | 1 22 | |
| Average net transportation earnings per mile..... | 1,250 22 | 748 64 |
| Average net transportation earnings per train mile..... | 28 | |
| The ratio of passenger to freight earnings was..... | As 100 is to 258 | As 100 is to 300 |

OPERATING EXPENSES AND TAXES.

| Items of Operating Expenses. | Whole line. | In Illinois. |
|---|-----------------|--------------------------------|
| Salaries general officers, superintendents and clerks..... | \$428,626 32 | Illinois proportion—estimated. |
| Law expenses..... | 106,593 67 | |
| Insurance..... | 36,680 24 | |
| Stationery and printing..... | 67,881 78 | |
| Outside agencies and advertising..... | 339,495 51 | |
| Contingencies..... | 227,899 25 | |
| Repairs or renewals—bridges (including culverts and cattle-guards)..... | 312,786 53 | |
| Repairs or renewals—buildings..... | 120,820 04 | |
| Repairs or renewals—fences, road-crossings or signs..... | 74,293 15 | |
| Repairs of tools and machinery..... | 101,568 84 | |
| Renewals of rails..... | 172,060 61 | |
| Renewals of ties..... | 375,494 12 | |
| Repairs of roadway and track..... | 1,127,092 71 | |
| Repairs of locomotives..... | 638,167 26 | |
| Fuel for locomotives..... | 728,894 47 | |
| Water supply..... | 77,204 20 | |
| Oil and waste..... | 113,889 19 | |
| Locomotive service..... | 1,034,617 97 | |
| Repairs of passenger cars..... | 346,557 34 | |
| Passenger train service..... | 191,557 83 | |
| Passenger train supplies..... | 18,067 92 | |
| Mileage of passenger cars (debit balance)..... | 56,213 55 | |
| Repairs of freight cars..... | 579,013 97 | |
| Freight train service..... | 481,758 42 | |
| Freight train supplies..... | 6,412 20 | |
| Switching expenses..... | 380,147 25 | |
| Mileage of freight cars (debit balance)..... | 24,195 90 | |
| Telegraph expenses (maintenance and operating)..... | 238,218 99 | |
| Damage and loss of freight and baggage..... | 31,853 37 | |
| Damage to property and cattle..... | 60,173 95 | |
| Personal injury..... | 35,811 81 | |
| Agents and station service..... | 1,160,506 10 | |
| Station supplies..... | 66,002 97 | |
| Total operating expenses..... | \$9,803,800 43 | \$4,280,158 38 |
| Taxes..... | 415,894 83 | 177,084 52 |
| Total operating expenses and taxes..... | \$10,219,695 26 | \$4,457,242 90 |

Entire system:

Average operating expenses (less taxes) per mile, \$1,166.51.

Average operating expenses (less taxes) per train mile, 91 cts.

Proportion of operating expenses (less taxes) to earnings, 76 1/2 per cent.

EXPENSES IN ADDITION TO OPERATING EXPENSES AND TAXES.

| Paid for— | Whole line. | In Illinois. |
|-------------------------------------|----------------|--------------|
| Construction— | | |
| New equipment | \$2,577 79 | |
| C. & W. I. sinking fund | 20,394 34 | |
| | \$22,972 13 | \$20,394 34 |
| Rentals and leased lines— | | |
| Toledo, Peoria & Western Ry. | \$8,805 57 | \$8,805 57 |
| Peoria & Pekin Union Ry. | 23,500 00 | 23,500 00 |
| Chicago & Western Indiana Ry. | 137,657 59 | 137,657 59 |
| Chicago, Burlington & Quincy Ry. .. | 22,633 37 | 22,633 37 |
| | | 192,596 53 |
| Other tracks not in Illinois. | 359,528 22 | |
| | 552,124 75 | |
| Interest— | | |
| On funded debt | \$922,844 85 | |
| On unfunded debt | 94,731 70 | |
| On car trust | 221,234 06 | |
| Pool accounts | 63,376 11 | |
| Other | 61,828 04 | |
| Total additional expenses | \$1,944,111 67 | |

GENERAL EXHIBIT.

NET INCOME, DIVIDENDS, BALANCES.

| | |
|---|-----------------|
| Total income (entire system) | \$12,945,285 19 |
| Operating expenses, less taxes | 9,803,800 43 |
| Excess of income over operating expenses | \$3,141,484 76 |
| Less taxes | 415,894 83 |
| Excess of income over operating expenses and taxes | \$2,725,589 93 |
| Delayed accounts Wabash, St. Louis & Pacific Ry. Co. | \$88,371 23 |
| Interest paid on funded debt | 922,844 85 |
| Interest on car trust | 221,234 06 |
| Interest on unfunded debt | 94,731 70 |
| Rentals | 552,124 75 |
| Pool and other accounts | 130,294 18 |
| | 2,009,510 77 |
| Net income (see note below) | \$716,079 16 |
| Balance for the year | \$716,079 16 |
| Deficit last year | 6,793,266 98 |
| Deficit June 30, 1886 | 6,083,187 82 |
| New equipment | 82,577 79 |
| Sinking fund | 20,394 34 |
| | 22,972 13 |
| Balance (loss) carried forward to next year | \$6,106,159 95 |

NOTE.—This showing is after charging only interest actually paid. If all interest accruing during the year were charged there would be a large deficit.

CHARGES TO PROPERTY DURING THE YEAR.

Dr.

| | |
|----------------------------------|-------------|
| Equipment and sinking fund | \$22,972 13 |
| Total charges | \$22,972 13 |
| Net additions | 22,972 13 |

GENERAL BALANCE SHEET.

| Assets. | | Liabilities. | |
|---|------------------|-----------------------------------|------------------|
| Construction account..... | \$119,338,705 92 | Capital stock..... | \$52,626,800 00 |
| Equipment account and cost of road..... | 9,712,270 07 | Funded debt..... | 80,762,009 37 |
| <i>Other investments as follows:</i> | | <i>Unfunded debt, as follows:</i> | |
| Chicago and Western Indiana sinking fund..... | 38,448 42 | Interest unpaid..... | 1,144,518 75 |
| Sundry bonds and stocks for exchange..... | 1,861,502 28 | Vouchers and accounts..... | 2,946,262 10 |
| | | Receiver's certificates..... | 1,479,294 00 |
| <i>Cash items, as follows:</i> | | | |
| Cash..... | 521,263 89 | | |
| Due from agents and companies..... | 1,007,206 72 | | |
| <i>Cash assets, as follows:</i> | | | |
| Materials and supplies..... | 390,290 10 | | |
| Debit balance, income account..... | 6,083,187 82 | | |
| Total assets..... | \$138,952,884 22 | Total liabilities..... | \$138,952,884 22 |

LOCAL EXHIBIT OF ILLINOIS BUSINESS.

| INCOME, EXPENSES, BALANCES, ETC. | |
|--|----------------|
| Total income..... | \$4,939,089 56 |
| From points between stations within the State: | |
| From freights..... | \$3,695,200 92 |
| From passengers..... | 1,231,733 64 |
| From other sources..... | 12,155 00 |
| Total income..... | \$4,939,089 56 |
| Operating expenses (less taxes)..... | 4,280,158 38 |
| Taxes..... | 177,084 52 |
| Excess of income over operating expenses and taxes..... | \$481,846 60 |
| Rentals actually paid..... | 192,596 53 |
| Net income on Illinois business. (Does not include any charge for interest)..... | \$289,250 07 |

FUNDED DEBT IN DETAIL.

ON PROPERTY WITHIN THE STATE.

| Name of Bond. | When issued. | When due. | Rate per cent. | Interest. | | Amount of bonds. |
|--------------------------------------|--------------|------------|----------------|---------------|--------------------------|------------------|
| | | | | When payable. | Amount paid during year. | |
| Gt. Western R. R. of 1859, 1st..... | May, 1863 | May, 1888 | 7 | Feb. & Aug. | \$246 19 | \$2,496,000 |
| Quincy & Toledo, 1st..... | May, 1865 | Nov., 1890 | 7 | May & Nov. | 118 69 | 500,000 |
| Ill. & Southern In., 1st..... | Mar., 1862 | Aug., 1912 | 6 | Feb. & Aug. | | 300,000 |
| Decatur & E. St. L., 1st..... | June, 1869 | 1889 | 7 | " " | 61 55 | 2,700,000 |
| Gt. Western of 1859, 2d..... | May, 1865 | May, 1893 | 7 | May & Nov. | 623 14 | 2,500,000 |
| Con. Skg. fund bonds, T. W. & W..... | Feb., 1867 | Feb., 1907 | 7 | Feb. & May | | |
| Wabash 7s of 1859..... | Mar., 1879 | Apr., 1909 | 7 | Aug. & Nov. | 65 00 | 1,329,000 |
| Wabash graduated..... | 1877 | 1907 | 7 | Apr. & Oct. | | 1,195,325 |
| Hannibal & Naples, 1st..... | May, 1879 | June, 1909 | 6 | Feb. & Aug. | | 837,925 |
| Chicago Division..... | July, 1880 | July, 1910 | 7 | June & Dec. | | 500,000 |
| | | | 5 | Jan. & July | | 1,500,000 |
| Total..... | | | | | | \$16,858,248 |

For funded debt of Champaign, Havana and Western, Havana, Rantoul and Eastern, Cairo Division and Toledo, Peoria and Western Ry., (none of which roads are now operated as part of the W. St. L. & P. Ry.) See p. 524.

Average bonded debt per mile for 900 miles, \$18,731.00.

*Does not include any part of general or collateral mortgages which cover entire system.

TOTAL LIABILITIES.

COMMON AND PREFERRED STOCK AND FUNDED AND UNFUNDED DEBT ON PROPERTY WITHIN THE STATE.

| Stocks and Bonds, | Total, |
|----------------------|-----------------|
| Common stock..... | Not separate. |
| Preferred stock..... | Not separate. |
| Bonded debt..... | \$86 858 248 00 |
| Floating debt..... | Not separate. |
| Aggregate..... | |

* Does not include any of the general or collateral trust mortgages which cover entire system.

ADDITIONAL INFORMATION.

This road has a contract with the United States Government for the transportation of mails, receiving an allowance during year of \$334,626.35 on the whole line.

The Pacific Express Company does business on this road paying receivers a proportion of the earnings.

The transportation companies or "lines" doing business on this road as follows:

Red Line, Hoosac Tunnel Line, Canada Southern Line, Erie Despatch, National Despatch, Star Union Line, Great Eastern Line, West Shore Line, Lehigh Valley and Wabash Despatch, Merchants Despatch Transportation Company, Lackawanna Line, Commercial Express Line.

Pullman, Wagner and Woodruff sleepers are run on this road, being owned by those companies, who charge usual rates. Dining cars are run, owned by the railway; usual rates charged for meals. Chair cars are owned by the Company; no extra charge made.

No freight cars or freight of transportation companies or "lines" doing business on this road are given any preference in speed or order of transportation.

We have running arrangements with other railroad companies for usual interchange of traffic and right to run over other roads for short distances.

The cost per ton per mile for all freight on this railroad is $\frac{1}{100}$ of 1 cent. Through freight is not kept separate from local.

Through freight is that hauled between junction points with other roads and between such points and our termini.

This Company has three motive power and one car shop in Illinois, employing an aggregate of 519 men as follows:

At Springfield motive power shop, 215 men; at Decatur motive power shop, 36 men; at Chicago motive power, 39 men; at Decatur car shop, 200 men.

The kinds of work done at each of said places, is as follows:

At Springfield and Decatur, repairing and rebuilding; at Chicago, repairing

The work done at Springfield motive power shops is for roads in the State only. The work done at Decatur car shops is for entire system in Missouri, Iowa, Illinois, Indiana and Ohio. Charges for these shops are not kept separate for each line or branch.

The average receipt per ton per mile, for the transportation of Illinois coal, for the year ending June 30, 1886 was $\frac{5}{100}$ of 1 cent.

The gross number of tons of Illinois coal carried for the year ending June 30, 1886, was 788,300.

STATEMENT OF ACCIDENTS.

KILLED AND INJURED DURING THE YEAR.

| Description. | In Illinois. | |
|--|--------------|----------|
| | Killed. | Injured. |
| Passengers..... | | 8 |
| Employees..... | 10 | 149 |
| Others (two of which were suicides)..... | 17 | 27 |
| Total..... | 27 | 184 |

| No. | Name of person. | Occupation. | Cause of accident. | Date of accident. | Character of injury. |
|-----|--------------------|--------------------|--|-------------------|-----------------------------|
| 1 | Lyden, John | Freight handler | Carelessness. | July 2, 1885. | Right hand bruised. |
| 2 | Davis, D. | Citizen | Suicide. | " 11 " | Death. |
| 3 | Peval, Jno. | " | Carelessness. | " 13 " | " |
| 4 | Warren, R. H. | " | Stealing ride. | " 20 " | Leg bruised. |
| 5 | Anthony O'Brien | Freight conductor. | Car door fell on leg. | " 21 " | Right leg cut. |
| 6 | Henry Palsgrove. | Switchman. | Torpedo exploded. | " 29 " | Right hand bruised. |
| 7 | N. C. Neal | " | Carelessness. | " 30 " | Foot crushed. |
| 8 | Tim Cavanaugh | Drunken loafer. | Asleep on track. | Aug. 5 | Shoulder broken. |
| 9 | E. S. Reed. | Brakeman. | Coupling—neglect. | " 6 " | Bruised. |
| 10 | John Smith | Trespasser—drunk. | Knocked off bridge. | " 8 " | Body bruised. |
| 11 | Henry Gillispie. | Engineer | Trying to board moving engine—fell. | " 14 " | Left foot crushed. |
| 12 | C. H. Rodenberg | Farmer | Careless—struck on crossing. | " 16 " | Testicles bruised. |
| 13 | Louis Manuel | Freight handler | Jumped from car. | " 17 " | Right leg hurt. |
| 14 | Bridgewater, D. W. | Pile driver | Fell from car. | " 15 " | Ankle injured. |
| 15 | Michael Lahey. | Laborer | Tie thrown from car. | " 8 " | Left hand and foot injured. |
| 16 | Price Standler. | " | Tie fell on hand. | " 20 " | Killed. |
| 17 | Wm. Grant. | Citizen | Suicide. | " 22 " | Wrist dislocated. |
| 18 | H. Creason. | Brakeman. | Coupling. | " 25 " | Bruised. |
| 19 | W. Clements | Switchman. | Coupling—trying to stop pipe rolling from car. | " 27 " | " |
| 20 | Frank Kindall | Bridge carpenter. | Struck by timber. | " 3 " | Left foot crushed. |
| 21 | Wm. Mockbee | Boy running. | Struck by timber in front of engine. | " 30 " | Right ankle bruised. |
| 22 | Geo. W. Cassell | Bridge carpenter | Carelessness. | Sept. 1 | Eye hurt. |
| 23 | C. A. Bell | Brakeman. | Struck by car hook while putting brass in car. | Aug. 27 | " |
| 24 | W. Ventstrom | Section laborer | Carelessness. | Sept. 1 | Finger cut off. |

Statement of Accidents—Continued.

| No. | Name of person. | Occupation. | Cause of accident. | Date of accident. | Character of injury. |
|-----|----------------------|-------------------|------------------------------------|-------------------|-------------------------|
| 77 | Geo. H. Bashforce. | Fireman. | Stepped off engine. | Oct. 23, 1885. | Back sprained. |
| 78 | Martha Doherty. | Trespasser. | Hanging on side of car. | Nov. 15. | Killed. |
| 79 | Jos. Janik. | Switchman. | Struck by engine. | " 16. | Three ribs broken. |
| 80 | John Dailey. | " | Coupling cars. | " 14. | Right hand crushed. |
| 81 | C. Mills. | " | " | " 15. | " |
| 82 | James Moore. | " | " | " 3. | " |
| 83 | A. W. Perry. | Bolt cutter. | Caught in shafting. | " 14. | Body lacerated. |
| 84 | Willis Adams. | Trespasser. | Jumped from train. | " 17. | Face hurt. |
| 85 | Mike Sullivan. | Brakeman. | Struck by rail. | " 18. | Hip injured. |
| 86 | W. T. King. | Citizen. | Crossing track in front of engine. | " 20. | Killed. |
| 87 | Harry Quinn. | " | Driving across track. | " 23. | Body bruised. |
| 88 | Frank Calhoun. | Brakeman. | Setting brake. | " 18. | Shoulder sprained. |
| 89 | J. J. Fitzpatrick. | " | Getting off engine. | " 23. | Left foot hurt. |
| 90 | J. H. Patton. | Conductor. | Torpedo exploded. | " 24. | Right knee cut. |
| 91 | Nelson W. Parker. | " | Fell from train. | " 27. | Killed. |
| 92 | Albert Pitt. | Carpenter. | Wrench slipped. | " 26. | Finger pinched off. |
| 93 | John Bryant. | Boy trespasser. | Jumping on train. | " 28. | Left arm and hand hurt. |
| 94 | Thos. Reardon. | Fireman. | Shaking grate. | " 30. | Left arm and face hurt. |
| 95 | Jas. M. Loyevogrove. | Bridgeman. | Struck by timber. | Dec. 1. | Right hip hurt. |
| 96 | Thos. Schockley. | Machineist. | Timber fell on foot. | " 3. | Right thigh broken. |
| 97 | Walter Reed. | " | Timber fell on hand. | " 4. | Left foot injured. |
| 98 | John Sears. | Bridge carpenter. | Fell off engine tank. | " 7. | Finger hurt. |
| 99 | C. W. Silber. | Fireman. | Handling engine rod; fell on him. | " 10. | " |
| 100 | J. A. Spryng. | Engineer. | Fell from ladder. | " 13. | Middle finger hurt. |
| 101 | Frank C. Zwick. | Pass brakeman. | Working on bridge. | " 5. | Left wrist broken. |
| 102 | E. J. Wackerly. | Bridge carpenter. | Unloading freight. | " 12. | One finger lacerated. |
| 103 | C. J. Hornada. | Brakeman. | Struck by car. | " 11. | Cut on head. |
| 104 | Wm. Sadles. | Trespasser. | Fell from hand-car. | " 19. | Collar bone broken. |
| 105 | John Hayden. | Laborer. | Walking on track. | " 23. | Arm broken. |
| 106 | Lewis Strickland. | " | Fell from box car. | " 28. | Head and ankle hurt. |
| 107 | T. D. Barnes. | Switchman. | Fell from station platform. | " 23. | Wrist sprained. |
| 108 | J. M. Winston. | Conductor. | Struck by switch engine. | " 20. | Hip squeezed. |
| 109 | Mrs. A. J. Duke. | Trespasser. | Coupling cars. | " 29. | Two fingers hurt. |
| 110 | S. D. Hagens. | Switchman. | Collision. | " 30. | Leg hurt. |
| 111 | R. J. Pearl. | Brakeman. | " | " 30. | Arm hurt. |
| 112 | A. J. Oliver. | Fireman. | " | " 30. | Killed. |
| 113 | W. C. Meredith. | Conductor. | Jumped from train. | " 30. | Head bruised. |
| 114 | Mrs. H. Puricks. | Passenger. | Shaking grate. | " 30. | Body bruised. |
| 115 | J. C. Link. | Brakeman. | Taking brass from truck. | " 30. | Face bruised. |
| 116 | Geo. Pearl. | Machineist. | Boarding train. | " 23. | Body bruised. |
| 117 | A. J. Kepler. | Passenger. | Struck by falling timber. | Oct. 1, 1886. | Head and arm bruised. |
| 118 | Mary Beddington. | Seyant girl. | Fell from car. | Dec. 1, 1885. | Right foot sprained. |
| 119 | Logan Turner. | Switchman. | Fell from car. | Oct. 23. | Finger bruised. |
| 120 | M. J. Lynch. | Brakeman. | Coupling cars. | Oct. 6, 1886. | Two fingers cut off. |
| 121 | James Fitzgerald. | " | " | Jan. | " |

| | | | | | |
|--------------------------|-----------------|------------------------------|------|------|------------------------|
| 122 John Bierbaum | Trespasser | Struck by engine | Jan. | 1886 | Bruised slightly |
| 123 P. O. Davis | Switch-helper | Slipped and fell | 9 | 9 | Wrist and chest hurt |
| 124 H. M. Truse | Brakeman | Jumped on | Dec. | 1885 | Right hand bruised |
| 125 P. J. Laughlin | Engineer | Jumped off train | Jan. | 1886 | Bruised ankle |
| 126 Douglass Stroble | Engineer | Collision | 9 | 9 | Head injured |
| 127 W. T. Tatman | Brakeman | Coupling | 6 | 6 | A leg broken |
| 128 John R. Ward | Brakeman | Struck by hammer | 12 | 12 | Hand hurt |
| 129 T. S. Macburne | Fireman | Jumped from engine | 16 | 16 | Right ankle hurt |
| 130 Anthony Portale | Brakeman | Fell from car | 7 | 7 | Chest hurt |
| 131 Pat. Grady | Messenger | Struck by car door | 22 | 22 | Scalp wound |
| 132 Mrs. Columbus Resser | Citizen | Struck on crossing | 20 | 20 | Bruised on head |
| 133 J. R. Robinson | Brakeman | Brake broke | 27 | 27 | Back and shoulder hurt |
| 134 John Homer | Conductor | Slipped, getting off train | 21 | 21 | Shoulder hurt |
| 135 Jesse Campbell | Bridge builder | Driving over crossing | 18 | 18 | Struck and killed |
| 136 Morris Turkey | Brakeman | Fell from bridge | 12 | 12 | Ankle and face injured |
| 137 J. G. Helso | Fireman | Fell from train | 30 | 30 | Face bruised |
| 138 James Long | Brakeman | Derailment | 4 | 4 | Body bruised |
| 139 Chas. Goodall | Machinist | Wrench slipped | 26 | 26 | Finger crushed |
| 140 E. Richardson | Brakeman | Coupling cars | 17 | 17 | Finger fractured |
| 141 Jno. Tingley | Trespasser | Walking on track | Feb. | Feb. | Arm cut off |
| 142 Sam. Brenton | Brakeman | Fell from car | 6 | 6 | Killed |
| 143 Wm. Drummond | Trespasser | Stealing ride | 1 | 1 | Left hand hurt |
| 144 Sam. D. Garver | Engineer | Derailment | 8 | 8 | Head hurt |
| 145 Unknown man | Brakeman | Coupling | 13 | 13 | Ankle sprained |
| 146 J. Turrell | Engineer | Derailment | 19 | 19 | Right hand hurt |
| 147 F. H. Trenton | Brakeman | Derailment | 17 | 17 | Left hand crushed |
| 148 James Young | Yard foreman | Derailment | 26 | 26 | Thumb cut off |
| 149 P. J. Robinson | Brakeman | Walking on track | 22 | 22 | Killed |
| 150 Robt. Wood | Section laborer | Unloading rails | Mar. | Mar. | Foot bruised |
| 151 J. Fitzpatrick | Citizen | Struck on crossing | 5 | 5 | Hip sprained |
| 152 Geo. Caldwell | Brakeman | Foot caught in rail | 9 | 9 | Right hand hurt |
| 153 A. R. Beck | Brakeman | Coupling | 15 | 15 | Neck hurt |
| 154 M. Aylward | Switchman | Side rod of engine broke | 18 | 18 | Body bruised |
| 155 Michael Ryan | Fireman | Lifting hand-car | 18 | 18 | Killed |
| 156 Hiram Bunford | Switchman | Coupling cars | 12 | 12 | Left hand injured |
| 157 Joseph Enos | Switchman | Struck by mail sack | 1 | 1 | Collar bone broken |
| 158 Wm. Jones | Laborer | Coupling | 7 | 7 | Arm injured |
| 159 M. Ryan | Brakeman | Coupling | 7 | 7 | Left leg cut off |
| 160 John Rambe | Brakeman | Torpedo exploded | 9 | 9 | Thumb cut off |
| 161 Chas. H. Wilson | Brakeman | Caught by shears | 9 | 9 | Hand hurt |
| 162 James Tourke | Brakeman | Coupling | 8 | 8 | Knee injured |
| 163 Dennis Heutz | Section hand | Struck by mail bag | 17 | 17 | Left leg broken |
| 164 John White | Passenger | Fell into cattle-guard | 19 | 19 | Ribs fractured |
| 165 B. Hagaman | Trespasser | Caught between car and depot | 21 | 21 | Fingers crushed |
| 166 Thos. Harrison | Brakeman | Coupling | 5 | 5 | Bruised |
| 167 Jas. Fetherston | Boy, trespasser | Knocked off train | 4 | 4 | Face cut |
| 168 Fredland Peters | Brakeman | Playing around cars | 2 | 2 | Knee cut |
| 169 Utham | Brakeman | Fell into cattle-guard | 29 | 29 | Ankle hurt |
| 170 Chas. Murphey | Machinist | Slipped getting off car | 12 | 12 | Left arm hurt |
| 171 Pat. Murphy | Engineer | Foot caught by engine step | | | |
| 172 Henry Nagle | | Coal chute struck him | | | |
| 173 Robt. A. Stodgrass | | | | | |

Statement of Accidents—Continued.

| No. | Name of person. | Occupation. | Cause of accident. | Date of accident. | Character of injury. |
|-----|---------------------------|-------------------|-------------------------------|-------------------|--------------------------|
| 174 | C. H. Grant. | Fireman. | Fell from engine. | Apr. 21, 1886. | Leg broken. |
| 175 | S. B. Fitch. | Switchman. | Coupling. | " 30 " | Hand crushed. |
| 176 | Chas. Crowley. | Passenger. | Jumped from train. | " 19 " | Back hurt. |
| 177 | John Davis. | Bridge carpenter. | Fell from bridge. | " 23 " | Hand hurt. |
| 178 | Jno. G. Hannes. | Conductor. | Jumped from engine. | May 12 " | Right ankle sprained. |
| 179 | Frank M. Stevens. | Fireman. | Struck by coal shute. | Mar. 12 " | Knee fractured. |
| 180 | Frank Benios. | Switchman. | Foot caught in rail. | May 3 " | Killed. |
| 181 | Unknown man. | Trespasser. | Found dead. | " 6 " | " |
| 182 | John Davis. | " | Coupling cars. | " 12 " | Shoulder and arm broken. |
| 183 | Frank Wood. | Brakeman. | " | " 12 " | Finger cut off. |
| 184 | Thos. Anderson. | Machinist. | Hand caught. | " 15 " | Finger crushed. |
| 185 | H. Christian or Suremson. | Laborer. | Rail fell on him. | " 16 " | Left hip crushed. |
| 186 | W. T. Crowley. | Switchman. | Coupling. | " 19 " | Killed. |
| 187 | H. E. Russell. | Brakeman. | " | " 20 " | " |
| 188 | Logan Turner. | Switchman. | Caught between cars. | " 19 " | Shoulder injured. |
| 189 | Barney Ayres. | Trespasser. | Jumped from train. | " 21 " | Ankle sprained. |
| 190 | J. C. Riordan. | Fireman. | Fell from engine. | Apr. 11 " | Shoulder injured. |
| 191 | Wm. Grayville. | " | " | Mar. 10 " | Ankle sprained. |
| 192 | Wm. Savage. | Trespasser. | Struck by cars. | May 22 " | Killed. |
| 193 | Ferdinand Lehue. | Section laborer. | Fell from hand car. | " 8 " | Left elbow injured. |
| 194 | A. H. Moore. | Machinist. | Working on engine. | " 29 " | Left hand injured. |
| 195 | J. W. Morrison. | Brakeman. | Fell from car. | June 6 " | Back hurt. |
| 196 | Jos. Lowrey. | Freight handler. | Bale cotton fell. | " 4 " | Leg broken. |
| 197 | E. W. Seaton. | Machinist. | Foot caught. | " 5 " | Foot broken. |
| 198 | Chas. Chelopki. | Laborer. | Handling iron. | " 10 " | Left hand crushed. |
| 199 | Simon Smith. | Engineer. | Fell from train. | " 19 " | Leg cut off. |
| 200 | J. C. Nalle. | Fireman. | Fell from engine. | " 17 " | Hip and back bruised. |
| 201 | Geo. Miller. | Fireman. | Derailment. | " 11 " | Leg bruised. |
| 202 | Frank Stewart. | Brakeman. | Coupling. | " 21 " | Finger crushed. |
| 203 | Jno. Albion. | Switchman. | Pin pulling. | " 28 " | Hand crushed. |
| 204 | Wm. Bolan. | Brakeman. | Barrel of oil fell. | " 28 " | Thumb crushed. |
| 205 | Geo. Stark. | Freight handler. | Fell from train. | " 25 " | Foot bruised. |
| 206 | E. Dean. | Trespasser. | Jumped from train. | " 22 " | Face bruised. |
| 207 | Jno. W. Pearce. | Passenger. | Trying to board train. | " 5 " | Foot crushed. |
| 208 | E. Cross. | " | Fell against combination car. | " 19 " | Cut his face. |
| 209 | Sam Chan. | Engineer. | Water glass exploded. | April 13 " | Scalded. |
| 210 | Henry Lyne. | Brakeman. | Stepping across cars. | May 14 " | " |
| 211 | Ed Garrett. | " | " | June 10 " | Foot sprained. |

WABASH, CHESTER AND WESTERN RAILROAD.

ORGANIZATION AND CONSTRUCTION.

Date of original charter of the Chester and Tamaroa Coal and Railroad Company, March 4, 1869; consolidated with the Chester and Iron Mountain Railroad Company of Missouri, July 24, 1873, under the name of the Iron Mountain, Chester and Eastern Railroad Company; foreclosed February 28, 1878, and purchased by H. C. Cole, who conveyed it to the Wabash, Chester and Western Railroad Company, April 27, 1878.

The Chester and Kaskaskia Railroad Company, chartered October 26, 1877, was purchased by the Wabash, Chester and Western Railroad Company, April 27, 1878, and since operated by it as the Penitentiary branch.

The Chester and Tamaroa road was put in operation about March 1, 1872.

The Wabash, Chester and Western Railroad Company commenced operating the road April 1, 1878.

On April 1, 1882, this road was leased to the St. Louis Coal R. R. Company, by whom it was operated until March 16, 1885, when this Company resumed control of it; which is well described when called a scrap heap.

OFFICERS.

| | |
|--|----------------|
| President, Nathan Cole | St. Louis, Mo. |
| Vice-President, C. B. Cole | Chester, Ill. |
| Secretary, H. C. Cole | Chester, Ill. |
| Treasurer, C. B. Cole | Chester, Ill. |
| Auditor, C. E. Kingsbury | Chester, Ill. |
| General Superintendent, J. L. Hinckley | Chester, Ill. |
| General Freight, Passenger and Ticket Agent, C. E. Kingsbury | Chester, Ill. |
| General office at Chester, Ill. | |

DIRECTORS.

| | |
|----------------------|------------------|
| Nathan Cole | St. Louis, Mo. |
| J. C. Bryden | Carbondale, Ill. |
| Edwin Harrison | St. Louis, Mo. |
| C. B. Cole | Chester, Ill. |
| H. C. Cole | Chester, Ill. |

CAPITAL STOCK.

| | |
|--|--------------|
| Amount of common stock | \$250,000 00 |
| Number of stockholders in Illinois | 5 |
| Number elsewhere | 11 |
| Amount of stock held in Illinois | 125,900 00 |
| Number of shares held in Illinois | 1,259 |

FUNDED DEBT IN DETAIL.

| Name of bond. | When issued. | When due. | Rate per cent. | Interest. | | Amount of bonds. |
|---|---------------|---------------|----------------|---------------|--------------------------|------------------|
| | | | | When payable. | Amount paid during year. | |
| First mortgage | July 1, 1878. | July 1, 1908. | | 6 Jan. & July | Funded. | \$200,000 00 |
| Interest extension certificates | July 1, 1885. | July 1, 1895. | | 6 Jan. & July | | 21,160 00 |
| Total | | | | | | \$221,160 00 |
| Average bonded debt per mile, for 42.26 miles | | | | | | \$5,233 00 |

UNFUNDED DEBT IN DETAIL.

| On what account. | Amount. |
|---------------------------|-------------|
| Taxes unpaid | \$1,892 96 |
| Total interest paid | \$1,572 23 |
| Total | \$29,974 52 |

TOTAL LIABILITIES.

COMMON STOCK AND FUNDED AND UNFUNDED DEBT.

| Stocks and bonds. | Total. |
|---|--------------|
| Common stock | \$250,000 00 |
| Bonded debt | 221,160 00 |
| Floating debt | 29,974 52 |
| Aggregate | \$501,134 52 |
| Average per mile, for 42.26 miles | 5,233 00 |

LENGTH OF TRACK.

| Main Line. | In Illinois, miles. |
|--------------------------------------|---------------------|
| From Tamaroa to Chester | 40 83 |
| BRANCHES. | |
| From Chester to Penitentiary | 1.43 |
| Main line and branches | 42 26 |
| Sidings on main line | 2 80 |
| Sidings on branches | .08 |
| Aggregate length of all tracks | 45 11 |

Proportion of road in Illinois, 100 per cent.

RAILS AND TIES.

| | |
|----------------------------------|--------------|
| Iron— | |
| On road..... | 33.31 miles. |
| Average weight per yard..... | 45 pounds. |
| Steel— | |
| On road..... | 8.95 miles. |
| Average weight per yard..... | 60 pounds. |
| Re-laid during the year..... | 5.85 miles. |
| Ties— | |
| Average number per mile..... | 2,700 |
| Number laid during the year..... | 25,236 |

BRIDGES.

BUILT DURING THE YEAR IN ILLINOIS.

| | |
|--------------------------|-------------------|
| Number of piling, 9..... | Length, 339 feet. |
|--------------------------|-------------------|

FENCING—IN ILLINOIS.

| | |
|----------------------------|--------------------|
| Wire..... | 2 miles |
| Built during the year..... | $\frac{1}{2}$ mile |

STATIONS.

| | |
|--------------------------|----|
| Number in Illinois..... | 16 |
| Total on whole line..... | 16 |

EQUIPMENT.

| Description. | Whole line. | Total. |
|---------------------------------------|-------------|--------|
| Locomotives— | | |
| Passenger..... | 1 | |
| Freight..... | 2 | 3 |
| Passenger equipment— | | |
| Coaches..... | 2 | |
| Express, baggage and mail cars..... | 1 | 3 |
| Freight equipment— | | |
| Box cars..... | 26 | |
| Stock cars..... | 10 | |
| Clubhouses..... | 1 | |
| Flat cars..... | 2 | |
| Coal cars..... | 27 | 66 |
| Total number cars of all classes..... | | 69 |

AVERAGE LIFE OF TIES AND BRIDGES.

| Equipment and Superstructure. | Average life, in years |
|-------------------------------|------------------------|
| Ties— | |
| Oak..... | 6 |
| Bridges— | |
| Piling..... | 6 |

EMPLOYEES.

NUMBER, CHARACTER OF SERVICE, AND ANNUAL SALARIES OF EMPLOYEES.

| Average No. employed. | Officers and Employés. | Average yearly salary. | Aggregate yearly salary. |
|-----------------------|--|------------------------|--------------------------|
| 2 | General officers..... | \$1,250 00 | \$2,500 00 |
| 1 | Clerk..... | 360 00 | 360 00 |
| 1 | Passenger conductor..... | 960 00 | 960 00 |
| 1 | Freight conductor..... | 780 00 | 780 00 |
| 1 | Passenger engineer..... | 1,200 00 | 1,200 00 |
| 2 | Freight engineers..... | 1,095 50 | 2,191 00 |
| 3 | Firemen..... | 540 00 | 1,620 00 |
| 2 | Wipers..... | 468 00 | 936 00 |
| 1 | Baggageman..... | 600 00 | 600 00 |
| 4 | Brakemen..... | 540 00 | 2,160 00 |
| 7 | Station agents also telegraph operators..... | 412 00 | 2,884 00 |
| 3 | Carpenters..... | 585 00 | 1,755 00 |
| 6 | Section foremen..... | 480 00 | 2,880 00 |
| 25 | Sectionmen..... | 344 30 | 860,750 00 |
| 59 | Total..... | | \$881,576 00 |

Of these employés all are employed in Illinois, and their aggregate annual salary is \$881,576.00.

TRAFFIC.

PASSENGERS AND FREIGHT CARRIED.

| | Whole line. |
|---|-------------|
| Through passengers..... | 1,149 |
| Local passengers..... | 30,828 |
| Total passengers carried..... | 31,977 |
| Number of passengers carried one mile..... | 553,869 |
| Average number cars in passenger train..... | 2 |
| Average number of miles traveled by each passenger..... | 17.3 |
| Average receipts per passenger per mile..... | 2.79 cts |
| Trough freights, in tons..... | 15,776 |
| Local freight, in tons..... | 44,566 |
| Total tons freight carried..... | 60,282 |
| Average tons of freight carried one mile..... | 561,718 |
| Average receipt per ton freight per mile..... | .02327/1000 |
| Proportion freight carried in Illinois..... | 100% |

FREIGHT CLASSIFIED.

| | In Illinois Tons. |
|--|----------------------|
| Corn..... | 5,824 |
| Oats..... | 54 |
| Flour..... | 3,683 |
| Provisions..... | 57 |
| Salt..... | 128 |
| Agricultural implements..... | 43 |
| Furniture..... | 65 |
| Wagons and other manufactured articles..... | 29 |
| Lumber..... | 1,014 |
| Other forest products..... | 1,888 |
| Cattle..... | 31 |
| Hogs and sheep..... | 170 |
| Iron, lead, and other mineral products..... | 2,575 |
| Stone, brick, sand, lime, clay, cement and stucco..... | 12,785 |
| Coal..... | 27,941 |
| Coke..... | 49 |
| Merchandise..... | 2,413 |
| Other articles..... | 1,533 |
| Total tons..... | 60,282 |

MILEAGE.

TRAIN MILEAGE.

| Trains. | In Illinois. |
|----------------|--------------|
| Passenger..... | 51,332 |
| Excursion..... | 272 |

CAR MILEAGE.

| Cars. | In Illinois. |
|----------------------------------|--------------|
| Passenger, mail and baggage..... | 103,008 |
| Freight..... | 243,620 |
| Total car mileage..... | 346,628 |
| Empty freight car mileage..... | 92.00 |

PASSENGER MILEAGE AND FREIGHT TONNAGE.

| Passenger mileage. | In Illinois. | Freight tonnage. | In Illinois. |
|--------------------------|--------------|----------------------------|--------------|
| Local..... | 553,869 | Local..... | 1,561,718 |
| Total pass. mileage..... | 553,869 | Total freight tonnage..... | 1,561,718 |

INCOME.

MONTHLY TRANSPORTATION EARNINGS—IN ILLINOIS.

| Months. | From pas- senger department. | From freight department. | Total. |
|---------------------|------------------------------------|--------------------------------|-------------|
| 1885, July | \$1,649 40 | \$2,517 10 | \$4,166 50 |
| " August | 1,500 66 | 3,340 89 | 4,841 55 |
| " September | 1,745 32 | 3,269 29 | 5,014 61 |
| " October | 2,185 13 | 3,526 57 | 5,711 70 |
| " November | 1,597 51 | 3,465 66 | 4,973 17 |
| " December | 1,571 77 | 2,941 67 | 4,513 44 |
| 1886, January | 1,409 66 | 2,461 64 | 3,871 30 |
| " February | 1,517 07 | 2,293 35 | 3,810 42 |
| " March | 1,721 36 | 3,247 49 | 4,968 85 |
| " April | 1,544 78 | 2,736 56 | 4,281 34 |
| " May | 1,467 43 | 3,129 97 | 4,588 40 |
| " June | 1,610 09 | 3,428 24 | 5,038 33 |
| Total..... | \$19,430 18 | \$36,349 43 | \$55,779 61 |

TOTAL INCOME FROM ALL SOURCES.

| Sources. | In Illinois. |
|---|--------------|
| From passenger and freight department | \$55,779 61 |
| Total income from all sources..... | \$55,779 61 |

DEDUCTIONS MADE FROM TRANSPORTATION EARNINGS.

| Average Earnings. | In Illinois. |
|---|------------------|
| Average passenger department earnings per mile..... | \$459 75 |
| Average freight department earnings per mile..... | 860 15 |
| Average gross transportation earnings per mile..... | 1,319 90 |
| Average net transportation earnings per mile..... | Net loss 192 85 |
| The ratio of passenger to freight earnings was..... | As 100 is to 187 |

OPERATING EXPENSES AND TAXES.

Items of Operating Expenses.

In Illinois.

| | |
|--|-------------|
| Salaries general officers and clerks | \$3,048 82 |
| Law expenses | 836 85 |
| Insurance | 260 00 |
| Stationery and printing | 504 34 |
| Contingencies | 173 36 |
| Repairs or renewals—bridges (including culverts and cattle-guards) | 2,792 90 |
| Repairs or renewals—buildings | 186 02 |
| Repairs or renewals—fences, road-crossings or signs | 113 65 |
| Renewals of rails | 12,872 31 |
| Renewals of ties | 6,451 39 |
| Repairs of roadway and track | 13,841 60 |
| Repairs of locomotives | 2,914 32 |
| Fuel for locomotives | 1,495 47 |
| Water supply | 1,380 00 |
| Oil and waste | 569 84 |
| Locomotive service | 4,756 04 |
| Repairs of passenger cars | 1,143 76 |
| Passenger train service | 2,032 43 |
| Passenger train supplies | 63 46 |
| Mileage of passenger cars (debit balance) | 98 00 |
| Repairs of freight cars | 2,000 70 |
| Freight train service | 1,806 79 |
| Freight train supplies | 50 00 |
| Mileage of freight cars (debit balance) | 800 78 |
| Damage and loss of freight and baggage | 11 00 |
| Damage to property and cattle | 302 84 |
| Personal injury | 31 50 |
| Agents and station service | 3,303 32 |
| Station supplies | 118 37 |
| Total operating expenses | \$63,929 85 |
| Taxes | 3,666 31 |
| Total operating expenses and taxes | \$67,596 16 |

Average operating expenses (less taxes) per mile, \$1,512.78.

Average operating expenses (less taxes) per train mile, 18.44.

Proportion of operating expenses (less taxes) to earnings, 114 per cent.

EXPENSES IN ADDITION TO OPERATING EXPENSES AND TAXES.

| | Paid for— | In Illinois. |
|---------------------------------|-----------|--------------|
| Additional equipment | | \$12,410 23 |
| Interest— | | |
| On funded debt | | 17,660 00 |
| On unfunded debt | | 1,572 23 |
| Total additional expenses | | \$31,642 46 |

GENERAL EXHIBIT.

NET INCOME, DIVIDENDS, BALANCES.

| | |
|--|-------------|
| Total income | \$55,779 61 |
| Operating expenses, less taxes | 63,929 85 |
| Excess of operating expenses over income | \$8,150 24 |
| Less taxes | 3,666 31 |
| Excess of operating expenses and taxes over income | \$11,816 55 |
| Interest on funded debt | \$17,660 00 |
| Interest on unfunded debt | 1,572 23 |
| | 19,232 23 |
| Net loss | \$31,048 78 |
| Balance for the year (loss) | \$31,048 78 |
| Balance (loss) last year | 4,601 15 |
| Balance (loss) | \$35,649 93 |
| Balance (loss) carried forward to next year | \$35,649 93 |

CHARGES TO PROPERTY DURING THE YEAR.

Dr.

| | |
|-----------------------------|-------------|
| Construction and equipment— | |
| New rolling stock..... | \$12,410 23 |
| Total charges..... | \$12,410 23 |
| Net additions..... | \$12,410 23 |

GENERAL BALANCE SHEET.

| Assets. | | Liabilities. | |
|---|--------------|------------------------------|--------------|
| Construction and equipment account..... | \$450,000 00 | Capital stock..... | \$250,000 00 |
| Other investments, as follows: | | Funded debt..... | 200,000 00 |
| New rolling stock..... | 12,410 23 | Unfunded debt, as follows: | |
| Cash items, as follows: | | Interest unpaid, funded..... | 21,160 00 |
| Cash..... | 184 30 | Notes payable..... | 19,368 87 |
| Due from ag'ts and companies..... | 2,890 16 | Vouchers and accounts..... | 10,605 75 |
| Cash assets, as follows: | | | |
| Debit balance..... | 35,649 93 | | |
| Total assets..... | \$501,131 62 | Total liabilities..... | \$501,131 62 |

PRESENT OR CONTINGENT LIABILITIES NOT INCLUDED IN BALANCE SHEET.

| | |
|--|----------|
| Other liabilities— | |
| Amount due St. Louis Coal Railroad on a final settlement of all differences arising from their operations as lessee..... | \$437 00 |

LOCAL EXHIBIT OF ILLINOIS BUSINESS.

INCOME, EXPENSES, BALANCES, ETC.

| | |
|---|-------------|
| Total income..... | \$55,779 61 |
| From points between stations within the State: | |
| From freights..... | \$36,349 43 |
| From passengers..... | 15,502 46 |
| From other sources..... | 3,927 72 |
| | \$55,779 61 |
| From terminal points to terminal points within the State: | |
| From freights, 15,776 tons, average per ton per mile, .01.38..... | 10,290 71 |
| From passengers, average per mile, 2.98..... | 1,404 88 |
| Number of tons of local freight carried..... | 44,506 |
| Number of local passengers carried..... | 30,828 |
| Receipts per ton per mile on local freight carried..... | 03.19 cts. |
| Receipts per passenger per mile on local passengers carried..... | 02.78 cts. |
| Total income..... | \$55,779 61 |
| Operating expenses, (less taxes)..... | 63,929 85 |
| Taxes..... | 3,666 31 |
| Excess of operating expenses and taxes over income..... | \$11,816 55 |
| Interest on funded debt..... | \$17,660 00 |
| Interest on unfunded debt..... | 1,572 23 |
| | 19,232 23 |
| Net loss on Illinois business..... | \$31,048 78 |

ADDITIONAL INFORMATION.

The contract with the United States Government for the transportation of mails is \$2,927 76 per year.

The Express Company doing business on this road, and the terms of the contract, is the Adams, at \$1,000 per year.

We denominate all as local freight.

LEASED LINES

| Lessor. | Lessee. | Stock. | Held. | Cost of construc- tion. | Length of track. | President of lessor company |
|--|---|-----------------|-----------------|-------------------------------|------------------------|-----------------------------------|
| Chicago and Illinois Southern..... | Danville Elevator..... | \$5,000 00 | \$2,210 00 | \$2,210 00 | 2,200 feet. | Edward J. Martyn |
| Chicoutati, Lafayette and Chicago..... | Chicoutati, Indianapolis, St. Louis & Chi- cago..... | 1,929,290 00 | 2,451,730 91 | 3,448,037 17 | 56.82 miles. | M. E. Ingalls |
| Joliet and Chicago..... | Chicago and Alton Railroad..... | 1,200,000 00 | 1,200,000 00 | | 37.26 " | John Cregar |
| Mississippi River Bridge..... | Chicago and Alton Railroad..... | 1,200,000 00 | 650,000 00 | 1,400,000 00 | 1.50 " | John Cregar |
| Pittsburgh, Et. Wayne and Chicago..... | Pennsylvania Railroad Company..... | 30,491,085.71 | 12,510,000 00 | 42,065,227.29 | 29.470 00 " | Louis H. Meyer |
| St. Louis, Jacksonville and Chicago..... | Chicago and Alton Railroad..... | 2,633,700 00 | 2,400,000 00 | 2,002,700 00 | 120.00 " | George Straub |
| St. Louis, Vandalia and Terre Haute..... | Terre Haute and Indianapolis Railroad..... | 5,321,628 10 | 4,450,000 00 | 7,062,628.83 | 138.30 " | Thos. D. Messler |
| Total..... | | \$40,803,013.81 | \$21,941,940.91 | \$58,610,887.59 | | |

PROJECTED LINES.

ORGANIZATION AND CHARACTERISTICS.

CHICAGO AND GREAT WESTERN RAILROAD COMPANY.

The Chicago and Great Western Railroad Company was chartered in 1867 to build a line of standard gauge from Chicago to LaSalle, Ill. Eight miles is equipped and is being operated. It is expected that the terminal division of the Chicago and Great Western Railroad will be substantially completed by May 1, 1887. Amount of stock subscribed by individuals, \$8,000,000.00. Amount of stock paid in, \$8,000,000.00. Number of stockholders, 10. First mortgage bonds due June 1, 1936 (rate of interest, 5), \$4,000,000.00. Second mortgage bonds due June 1, 1936 (rate of interest, 5), \$4,000,000.00. President and Treasurer, Charles L. Colby, Milwaukee, Wis.; Vice-President and Treasurer, Edwin H. Abbott, Milwaukee, Wis.; Chief Engineer, W. O. Seymour, Chicago, Ill. General office at Chicago.

CHICAGO AND WISCONSIN RAILROAD COMPANY.

The Chicago and Wisconsin Railroad Company was chartered to build a line of standard gauge from Chicago to the northern line of Illinois, a distance of about 50 miles. The route has been graded and ironed, but at the time of the making of this report was being ballasted and was not ready for operation. It will be completed within the year, as is now expected. Amount of stock authorized by charter, \$1,500,000.00. Amount of stock subscribed by individuals, \$1,500,000.00. Amount of stock paid in by delivery of road to the Company, \$1,500,000.00. Number of stockholders, 8. First mortgage bonds, \$1,100,000.00. Income bonds, \$400,000.00. The Chicago and Wisconsin Railroad was leased to the Chicago, Wisconsin and Minnesota Railroad Company, by instrument dated September 1, 1885, for longest term allowed by law, not exceeding 999 years from date of delivery of road to lessee—ready for operation. President, H. S. Hawley, Chicago, Ill.; Secretary and Treasurer, Howard Morris, Milwaukee, Wis.; Chief Engineer, W. O. Seymour. General office at Chicago.

CHICAGO, BURLINGTON AND NORTHERN RAILROAD COMPANY.

The Chicago, Burlington and Northern Railroad Company was chartered August 22, 1885, to build a line of standard gauge from Oregon, Ill., to the Wisconsin State line, and from Savanna to Fulton, a distance of 166 miles. The line has been surveyed, and 92³/₁₀ miles has been graded and ironed. Amount of stock authorized by charter, \$3,000,000.00. Amount of stock subscribed by individuals, \$3,000,000.00. Amount of stock paid in, \$3,000,000.00. Number of stockholders, 6. First mortgage bonds due December 1, 1926; rate of interest 5 per cent. Total paid up stock, bonds and floating debt, \$6,000,000.00. Total cost of construction, \$6,000,000.00. President, L. O. Goddard, Chicago, Ill.; Secretary and Treasurer, H. W. Weiss, Chicago, Ill.; General Manager, Geo. B. Harris, St. Paul, Minn.; General Superintendent, W. H. Holcomb, LaCrosse, Wis.; Chief Engineer, C. C. Upham, St. Paul, Minn.; General Ticket Agent, W. J. C. Kenyon, St. Paul, Minn.; General Freight Agent, W. B. Hamblin, St. Paul, Minn. General office at Chicago. Since this report was made the road has been finished and is now in operation.

CHICAGO, EVANSTON AND LAKE SUPERIOR RAILWAY COMPANY.

The Chicago and Evanston Railroad Company, chartered February 16, 1861, and the Chicago and Lake Superior Railroad, chartered October 6, 1883, were consolidated December 22, 1885, under the name of the Chicago, Evanston and Lake Superior Railway Company. The road from the city of Chicago as far as Evanston, Illinois, 11⁷/₁₀ miles, was about completed July 1, 1886. The Company has not procured desirable terminal facilities in Chicago, nor purchased rolling stock equipment. It will not be completed before next year. In its present condition it leased its roadbed to the Chicago, Milwaukee and St. Paul Railway Company to run suburban trains, and account for one-half of the net profits. No profits have yet accrued. The present lease is not for any fixed term, and either company can terminate its contract at its option. J. C. Easton, of LaCrosse, Wisconsin, is President; Julius Wadsworth, of New York, is Vice-President, and T. W. Wadsworth, of Chicago, is Secretary and Treasurer. General office at Chicago.

CHICAGO, HARLEM AND BATAVIA RAILWAY COMPANY.

The Chicago, Harlem and Batavia Railway Company purchased from Frederick W. Belz the right of way, tracks and all real estate and other property of the late Chicago and Western Dummy Railway Company for the sum of \$100,000 cash, and then issued its bonds to the amount of fifty thousand dollars for new rolling stock, improvement in road bed, new real estate, buildings, etc. President, A. C. Lausten, Chicago, Ill.; Vice-President and Superintendent, Frederick W. Belz, Chicago, Ill.; Secretary, Max Frelich, Chicago, Ill.; Treasurer, John Buebler, Chicago, Ill. General office at Chicago.

CHICAGO, RICHIE AND DANVILLE RAILROAD.

The Chicago, Richie and Danville Railroad Company was chartered in December, 1883, to build a railroad from Richie to Danville, Ill. Nothing has been done since survey and can give nothing definite as to future. No capital stock paid in. No progress made since last report. Chas. Ridgely, of Springfield, Ill., is President; and J. O. Humphrey, of Springfield, Ill., is Secretary.

ENGLEWOOD CONNECTING RAILWAY.

The Englewood Connecting Railway was chartered March 20, 1885, to construct a line in Chicago to connect the Chicago, St. Louis and Pacific Railroad at Thirty-ninth street with the Pittsburg, Fort Wayne and Chicago Railroad at Fifty-ninth street, distance two and thirty-five hundredths miles. The line has all been graded and ironed. Amount of stock authorized by charter, \$150,000.00. Amount of stock subscribed, \$98,500.00. Amount of stock paid in, \$98,500.00.

CONSTRUCTION EXPENSES.

| | |
|----------------------------------|-------------|
| Right of way | \$73,685 99 |
| Grading | 4,671 36 |
| Bridging | 428 21 |
| Ties | 4,023 69 |
| Rails, chairs and spikes | 14,387 45 |
| Fixtures | 222 59 |
| Salaries and wages | 810 89 |
| Contingent expenses | 627 14 |
| Transportation of supplies | 145 85 |
| Other expenses | 231 13 |
| Total cost of construction | \$99,234 30 |
| Average cost per mile | 12,226 35 |

President, Thomas D. Messler, Pittsburgh, Pa.; Secretary, S. B. Liggett, Pittsburgh, Pa.; Treasurer, John E. Davidson, Pittsburgh, Pa.; Chief Engineer, M. J. Becker, Columbus, O. General office at Chicago.

JOLIET, AURORA AND NORTHERN RAILWAY COMPANY.

The Joliet, Aurora and Northern Railway Company was chartered to build a line from the Indiana State line to the Mississippi River, distance 200 miles. The line has been surveyed and about 18 miles has been graded and ironed. Will be completed between Joliet and Aurora in the summer of 1886. Amount of stock authorized by charter, \$2,000,000.00. Amount of stock subscribed by individuals, \$750,000.00. Construction did not proceed with much force until May, 1886, and is now so incomplete as to render it impossible to give further information. President, P. H. Shumway, Chicago, Ill.; Vice-President, D. Robertson, Joliet, Ill.; Secretary, E. E. Wood, Chicago, Ill.; Treasurer, H. H. Evans, Aurora, Ill.; Superintendent, H. L. Evans, Joliet, Ill.; General Ticket Agent, W. C. Cowgill, Chicago, Ill.; General Freight Agent, W. C. Cowgill, Chicago, Ill.

KASKASKIA, ST. ELMO AND SOUTHERN RAILROAD COMPANY.

The Kaskaskia, St. Elmo and Southern Railroad Company was chartered July 30, 1883, to build a line of standard gauge from Altamont to Paducah, distance 158 miles. The route has been surveyed but no work has been done. Amount of stock authorized by charter, \$500,000. Amount of stock subscribed by individuals, \$500,000. Amount of stock paid in, \$229,077. Number of stockholders, 12. General office at St. Elmo, Ill. President, B. F. Johnston, St. Elmo, Ill.; Vice-President, J. H. Johnston, St. Elmo, Ill.; Secretary, J. H. Atterbury, Litchfield, Ill.; Treasurer, W. H. Smith, St. Elmo, Ill.; Chief Engineer, James M. Brown, Litchfield, Ill.

MILWAUKEE, PEORIA AND ST. LOUIS RAILROAD COMPANY.

The Milwaukee, Peoria and St. Louis Railroad Company was chartered in June, 1885, as the Bureau and Northeastern Railroad Company to build a line of standard gauge from the State Line of Wisconsin, to Bureau county in Illinois, a distance of about 100 miles. It was afterwards consolidated with the Milwaukee and Dubuque Railroad to build from Milwaukee to Bureau, a distance of about 150 miles. A portion of the line has been surveyed in Wisconsin, and the prospects of completion are good. Amount of stock authorized by articles of consolidation, \$6,000,000. Amount of stock paid in as per terms of consolidation, \$496,500. President, W. F. Dalrymple, Milwaukee, Wis.; Vice-President, Henry S. Robbins, Chicago, Ill.; Secretary and Treasurer, George H. Noys, Milwaukee, Wis. General office at Chicago.

MINNESOTA AND NORTHWESTERN RAILROAD COMPANY.

The Minnesota and Northwestern Railroad Company was chartered February 26, 1886, to build a line of standard gauge from Chicago to East Dubuque. The route has been surveyed, and the road will be completed between Chicago and Freeport by the 1st of January, 1887. Amount of stock authorized by charter, \$5,000,000. Amount of stock subscribed by individuals, \$5,000,000. Number of stockholders, six. General office at Chicago. President, Adolphus F. Scheffmann, St. Paul, Minn.; Vice-President, Henry A. Gardner, Chicago, Ill.; Secretary and Treasurer, Wm. B. Bend, St. Paul, Minn.

PADUCAH AND DUQUOIN RAILWAY COMPANY.

The Paducah and Duquoin Railway Company was chartered December 26, 1885, to build a line of standard gauge from Paducah, Ky., to Duquoin, Ill., distance of 65 miles. A portion of the route has been surveyed, and about five miles have been graded. The prospects of completion are favorable. Amount of stock authorized by charter, \$2,000,000. General office at Vienna, Ill. President, Thos. W. Chase, Waterloo, Ill.; Vice-President, James F. Carter, Samoth, Ill.; Secretary, J. Frank Smith, Vienna, Ill.; Treasurer, Edwin A. Culver, Samoth, Ill.; General Superintendent, George B. Rentfro, Samoth, Ill.; Chief Engineer, Charles Seymour, Vienna, Ill.

PANA AND ROODHOUSE RAILROAD COMPANY.

The Pana and Roodhouse Railroad Company was chartered July 12, to build a line of standard gauge from Pana to Roodhouse. Amount of stock authorized by charter, \$750,000. As this Company was not chartered until July 12, it can therefore make no report of business prior to July 1, 1886.

ST. LOUIS AND CHICAGO RAILWAY COMPANY.

The St. Louis and Chicago Railway Company was chartered in 1885, to build a line of standard gauge from Litchfield, Ill., to Springfield, Ill. The route has been surveyed, and 6½ miles have been graded and ironed. It is expected that the road will be completed by February 1, 1887. Amount of stock authorized by charter, \$1,000,000. Amount of stock subscribed by individuals, \$1,000,000. Amount of stock paid in, \$1,000. Number of stockholders, 7. President, D. L. Wing, Springfield, Ill.; Secretary and Treasurer, R. S. Hodgen, Charleston, Ill.; Chief Engineer, A. G. Kleinbeck, Springfield, Ill. General office at Springfield, Ill.

GRAIN INSPECTION.

OFFICE OF CHIEF INSPECTOR OF GRAIN,
CHICAGO, November 1, 1886.

HON. JOHN I. RINAKER, *Chairman Board of Railroad and Warehouse Commissioners, Springfield, Illinois:*

DEAR SIR—I have the honor to submit herewith the sixteenth annual report of this department, embracing its transactions for the year ending October 31, 1886.

The accompanying tabulated statements, compiled from the books of the office, present in a concise form the results of the year's work, but there are some matters not included in them to which I deem it proper to refer in this report, and some suggestions for the improvement of our system, which, I hope, a somewhat extended experience in the department will warrant me in making.

THE EXTENT OF THE DEPARTMENT.

As at present constituted, the jurisdiction of the department is confined to warehouses of class "A" within the corporate limits of the city of Chicago, and the inspection of grain going into these warehouses is all that was contemplated in the establishment of the system; and the theory remains the same to-day, although in practice a large portion of it is diverted to other channels after the inspection is made.

Originally the work of inspection was done in the elevator yards, but lack of room forced the railroad companies to establish inspection yards at points remote from the elevators and, in two instances, outside the limits of the city.

In-inspection stations are established on ten of the railroads bringing grain to Chicago, and one on the canal.

There are also out-inspection stations at each of the twenty-six elevators within the jurisdiction of the department.

The daily reports from each of these stations are gathered up by a messenger who sets out upon his round of twenty-five miles between three and four o'clock in the morning, and reaches the office by the time it is open for business.

But it must not be assumed that the increase in the extent of the department (evident to every one familiar with its history) has been accompanied by a corresponding increase of its business.

In 1879, for instance, 236,163 cars of grain were received, and a total inspection made of 193,459,233 bushels.

This was brought in by *eight* railroads and stored in *nineteen* elevators, requiring nine track inspectors (including one on the canal) and nineteen house inspectors for a full force.

In 1886 there were 35,060 cars less received, and the total inspection was almost a million bushels short of 1879; but it was handled by *ten* railroads and twenty-six elevators, and required for a full force *eleven* track and twenty-six house inspectors.

The entire cost of inspection (including the expenses of the Registration Department and Committee of Appeals) was in 1879 *fifty-hundredths of a mill* per bushel, and in 1886 *fifty-four hundredths of a mill*.

A question which is constantly presented by the rapid extension of the system of railways centering in this city and the lack of sufficient storage capacity for the grain grown in territory properly tributary to Chicago is that of

ENLARGED JURISDICTION OF THE DEPARTMENT.

Under the present law our inspectors cannot officially take charge of an elevator lying outside of the corporate limits of the city, nor can official certificates be issued for grain shipped from them, nor the protection of the registration system be thrown around them, no matter how intimately they may be connected with the interests of the city.

There is a large territory within the limits of Cook county which, from the standpoint of business interests and commercial relations, is more thoroughly a part of Chicago than much of the area encompassed by the present city limits; and, in my opinion, the legal restriction which denies the benefits and protection of the inspection and registration system to warehouses located in this territory is a bar to the natural and free development of our grain interests.

With the Belt Railroad running entirely around the city, prepared to transfer loaded grain cars at a nominal cost to any point upon its line, and reaching points where land is comparatively cheap and water privileges as great, almost, as in our own harbor, there seems no good reason why the system should not be extended to include the entire county, and thus encourage the building of elevators on less valuable ground.

In the fifteen years which have passed since the warehouse law was enacted, the city has outgrown the law, and in my opinion, such a change as I have indicated would tend to a lessening of terminal changes and an increase of storage capacity which could not fail to give a very perceptible impulse to the grain trade of the city.

In this connection I believe it will be generally admitted that the elevator capacity of the city is, at present, insufficient to accommodate the amount of grain which naturally seeks its market here,

and that with properly increased capacity and charges placed at a reasonable, but still profitable rate, a large amount of the hard wheat of Minnesota and Dakota, which now seeks a market through other channels, would be handled here; and a still greater proportion of the grain now sold by sample and transferred, would be sent to store and the average of our grades in store thereby be greatly improved.

INSPECTION FEES A LIEN.

The law under which the department is at present operating provides (sec. 126) that warehouse receipts shall be issued for grain stored in any warehouse of class "A," when demand is made by the owner "the same being accompanied with evidence that all transportation or other charges which may be a lien upon such grain, including charges for inspection, have been paid."

Section 130 of the same law in providing for the delivery of property from the warehouse, makes it obligatory upon the warehouse man to deliver such property "on the return of any warehouse receipt issued by him, properly endorsed, and the tender of all proper charges upon the property represented by it."

The fees of the department for out-inspection have for many years been collected by the warehousemen with their storage charges and returned to the department once a month, and this arrangement has been a very economical and satisfactory one.

GRAIN SOLD ON TRACK.

In my last report in treating of the then growing tendency to sell grain by sample and transfer it on track to eastern cars for shipment, as a matter of economy, I was led to say: "The percentage of grain so transferred has steadily grown from 13 per cent in 1876 and less than 20 per cent in 1880 to over 57 per cent in 1885."

But when, as was frequently the case before the status of the law was established by the Supreme Court, shippers refused to pay the fees, the warehousemen have not felt justified, by the wording of the section referred to, in refusing to deliver the property, and the only course open to us in the collection of such fees was a suit in a justice's court

To collect the fees in this way is very expensive, frequently costing more than the fees amount to, and under former boards thousands of dollars have been lost to the department because it was cheaper to abandon small claims than to collect them.

In view of these facts it would be a wise enactment and one in the interest of the trade and the public, for the legislature to so amend section 130 as to specially recite the inspection fees as among the "proper charges" to be paid before the warehouseman shall be at liberty to deliver the grain.

On the first of July last the elevator companies wisely reduced their charges from one and a quarter cents per bushel for the first ten days storage to three quarters of a cent, and the beneficial result of the change is evident in the fact that during the year just

closed the percentage of grain so transferred has fallen off to 48 per cent, and that mainly since the change in the elevator rates, as will be seen by the following figures :

From November 1st, 1885, to June 30th, 1886, 103,692 cars were inspected, of which 63,379 (61 per cent) failed to go to store.

From July 1st (the date of the change) to October 31st, 1886, of 97,411 cars inspected but 33,767 (or 35 per cent) failed to go to store.

It may be of interest to some to note that the percentages of grain so transferred were distributed among the different cereals as follows :

| Winter | Spring | | | | |
|--------|--------|-------|-------|------|---------|
| wheat. | wheat | Corn. | Oats. | Rye. | Barley. |
| 23% | 47% | 30% | 87% | 60% | 83% |

Intimately connected with the storage of grain and absolutely essential to the utility of our registration system is the

RELIABILITY OF WAREHOUSE WEIGHTS.

It is an anomalous condition of affairs which calls upon our inspectors every day to certify to weights which they have no means of ascertaining except by reports made to them by the warehousemen.

It is the duty of the house inspectors to report to the registrar, as a basis for his certificates, the weight of all grain received into store, and both to this office and the registrar's the weight of all grain delivered out of store; and yet the law which imposes this duty upon them contains no provision by which these weights can be ascertained. The only source of any information on the subject lies in the tickets of the warehouse weighmen, furnished by courtesy and unsupported by even the semblance of an official statement.

The General Assembly of 1883 recognized the weakness of the existing law in this regard, and passed an act providing for the appointment of official weighmasters, but by reason of its too extensive scope and its inadequate provision for collecting the fees necessary to its support, it proved inoperative and was abandoned after a few weeks' trial.

By a proper amendment to the act of 1883, or a new enactment providing simply for the official weighing of inspected grain into and out of store, or in transfer in cars for further shipment, the desired end could be reached without imposing unnecessary restrictions upon the parties in interest, or interfering in any way with the proper conduct of their business.

The weighmen of the houses should not be supplanted, but only supplemented by the State weighmen; nor need the present responsibility of the houses for the correctness of their weights be lessened.

The entire service could be performed, either under the direction of the inspection department or by a separate organization, at an expense no greater, in my opinion, than that of the same service under the present system of Board of Trade weighmen; and it would remove an element of uncertainty from the records of the registrar and the certificates of the chief inspector which is, to say the least, undesirable.

In making this suggestion I must not be understood as questioning the integrity of the present managers of our warehouses, for they are all, fortunately, gentlemen whose commercial honor and business standing cannot be questioned; but it is made solely for the reason that no official should be called upon to make a report upon facts of which he has and can have no knowledge, and that any report made so must always fall short of that measure of public confidence without which it is comparatively worthless.

LIABILITY OF THE DEPARTMENT FOR GRADES.

Ever since the enactment of the law under which the State inspection system was established it has been a recognized principle that the department cannot be held responsible for or guarantee the grades once affixed to grain which has passed out of its control; but there still exists in the minds of some elevator managers an inclination to hold it responsible for an agreement of grades between the two inspections to which it is subject in passing through their houses, and for this reason I desire to recommend that your honorable board make some official declaration which will clearly define the duties of elevator managers in the matter of preserving the integrity of their grades.

The foundation of the principle above referred to lies in the fact that between the time of the original inspection at the receiving yard and the arrival of grain at the elevator, days often, and sometimes weeks, will elapse in which the department has no means of protecting it from damage by weather, from dishonest manipulation, from fraudulent interchange of tickets, or from any other influence which may affect its grade.

These contingencies can only be guarded against by the vigilance of the warehouseman in protecting his own interests, and it has always been held to be his duty to see that the quality of the grain he receives into store is such as will entitle it, on coming out, to the grade for which he gives his receipt.

It may be further said, in support of this principle, that the grain, while in store, is in no sense in the custody of the inspector or of the department, but entirely under the control of the warehouseman, who may, if he chooses, transfer it, mix it, improve its condition, or utterly neglect it with neither the knowledge or consent of the inspector.

Under such conditions neither the individual inspector nor the department as a whole, can, in justice, be held responsible except for a conscientious, faithful and intelligent discharge of the duties properly imposed upon them.

ERRORS IN INSPECTION.

The inspection of grain, or its "proper division into established grades according to its quality and condition," is, in every case the act of an individual inspector, and its subject an individual lot or parcel of grain, considered as an entirety, whether it be a sack full

or wagon load, a carload, or a cargo; and upon the correctness of these individual acts of inspection depends the accuracy of the work of the department as a whole.

The inspectors are promoted to their positions after long and careful probation in the school of helpers, solely with regard to their qualifications as expert judges of grain; and their selection is not, and never should be, affected by considerations of creed, nationality, politics or friendship.

The Board of Railroad and Warehouse Commissioners, who are charged by law with this important duty, have, with the advice and approval of the trade, established forty-eight grades of grain distributed as follows:

Of winter wheat fifteen (15), of spring wheat six (6), of corn ten (10), of oats six (6), of rye three (3), of barley eight (8); and into one of these grades each lot of grain must be passed before it can be legally received into any warehouse of class "A" or be delivered out of it.

The grades of each kind of grain necessarily approach each other gradually, and at their meeting points is found the "line grain," or grain which might, with almost equal propriety, be placed in either the higher or lower grades.

It is upon this "line grain" only, that a substantial disagreement between good judges of grain can occur.

For the correctness of this decision in passing upon each individual lot of grain, the inspector is made responsible under the law and is required to give "a good and sufficient bond in the sum of five thousand dollars" for the payment of any loss that may occur to the owners of the grain by reason of his neglect or failure to properly inspect it.

It is not strange, in a service so difficult and depending so entirely upon accuracy of judgment and nicety of discrimination, with so many separate inspections crowded into a few morning hours, that errors of inspection or entry should sometimes occur.

Indeed it is rather a matter of surprise that they do not occur more frequently; and I think it is safe to say that only men of the long and critical experience required of members of this force, with a sense of their personal financial responsibility always before them, could accurately grade so many lots of grain (differing as widely in their characteristics as the climates in which they are grown) with so few errors.

But far the larger part of the claims made against the inspectors are for alleged errors in the inspection of grain transferred on track, and are supported merely by the statements of consignees in the east who claim that the grain is not up to the grade for which it was purchased.

In such cases (the grain having been for weeks out of the custody of the department, subject to damage by weather, manipulation by unknown and perhaps dishonest persons, and especially to errors in transfer by the railroad companies) it is impossible, satisfactorily, either to verify or disprove the statements made, and, I think, your honorable Board has done wisely in requiring that the

grain shall be accepted or claim made while the grain is still within the jurisdiction, or, at least, within reach of the department; and in all cases requiring in support of the claim such evidence as would be conclusive in a court of justice.

5.-In this connection, I wish it said to the credit of our inspectors, that in all cases where your honorable Board has considered the proof sufficient to justify decision against the inspector, the award has been cheerfully and promptly paid.

WINTER SHELLED CORN.

A question which has every season given rise to more or less trouble, and which, during the year just past has been the cause of more than usual anxiety, is the proper grading of corn shelled in winter.

It is a well established and, I think, an undisputed fact, that corn shelled in winter, before the cob has had an opportunity to extract the internal moisture from the kernel (thus curing the grain by nature's own process) has in it, no matter how dry it may apparently be, the germs of fermentation and decay, which only need proper atmospheric conditions for their prompt and destructive development.

In the winter months, corn that has ripened in a dry atmosphere, and has had the surface moisture thoroughly evaporated, will be, to all intents and purposes, perfectly dry, and entitled under the rules to the grade of No. 2 corn, so that it is impossible, frequently, to grade it otherwise without apparent injustice.

But the experience of years has proved that no corn (especially in a speculative market like that of Chicago, where, in the very nature of things, it must remain a long time in store,) can be so graded with safety until it has passed one germinating season on the cob.

Realizing the danger which constantly menaces the market by reason of the difficulty in properly drawing the line on corn in the winter months, I issued a circular to the trade, on the 1st of June last, asking for an expression of opinion as to the advisability of requesting your honorable Board to establish a grade of *new* No. 2 corn, which should include all corn of the new crop of proper quality until May 1, and thus put it upon the market on its own merits instead of those of cob-cured corn, with which it is now necessarily thrown.

In the replies I received to this circular, and in a meeting of the Grain Receivers' Association to which I was subsequently invited, there was a substantial agreement with the views above expressed as to the keeping qualities of winter shelled corn, but a majority of the association voted against the establishment of a separate grade for it, on account of its anticipated effect upon the market.

The sentiment seemed to be almost universal, both among receivers and shippers, that the remedy lay in a rigid adherence to a high standard of inspection, so far as condition is concerned, and in obedience to this sentiment I refrained from bringing the subject before your honorable Board for action.

ELEVATORS CONNECTED BY SPOUTS.

Upon this subject I beg leave to say in the outset, that in my opinion all cribs, annexes or other attachments to any licensed warehouse, between which and such warehouse there exists appliances for transferring grain at will, should be treated as component parts of such warehouse.

The connection between these different receptacles for the storage of grain being ordinarily as close, and the means of intercourse as easy as between any two bins of the warehouse proper, there seems no good reason why the entire system so connected should not be treated as an entirety, whether covered by the same roof or not.

I am aware that insurance companies insist on having separate receipts for the different cribs or annexes, and also that they would expect, in case of fire, the books of the registrar to show the location of the grain; but (the separate receipts notwithstanding) this is as impossible as for him to designate the bins in which any lot of grain is stored.

In a warehouse of ordinary construction, and unconnected with any contiguous building, grain cannot be readily withdrawn or removed without the knowledge of the inspector, whose duty it is to report every such fact to the registrar, while if the same grain can be spouted into a crib, or conveyed under cover to an annex, he has no means of ascertaining the fact except through information voluntarily given by the elevator employés, and for this reason it is impossible for the registrar to keep an exact or in any way reliable account of the location of the grain as between the two houses.

And whether such connection exists between two licensed houses, each operated by its own machinery, or a warehouse and a crib operated by the same machinery, or a licensed house and an unlicensed one, the principle is wrong, and the practice should be changed.

Each such system should be licensed and treated as one house, irrespective of the regulations and requirements of insurance companies. The trade should be given to understand that the department knows nothing, and can know nothing, of any grain in store beyond the fact that it was received into a licensed warehouse and must eventually be delivered out of it.

SCHOOL FOR HELPERS.

Early in the year just closed I inaugurated a system by which each helper receives instruction once a week in the inspection of grain from the supervising inspector, who tests the skill of the helper by requiring him to inspect twenty-five cars at each time, and noting the results upon a "test card" prepared for the purpose.

The net result of each card is posted to the helper's account in a book at the main office, and thus a record is kept of the exact advancement made by each man, to be used as a guide in future promotions.

The plan has worked admirably both in keeping the chief inspector informed as to the qualifications of the helpers, and in stimulating the helpers themselves to more thorough study and greater diligence in the work before them. It is believed that this system will materially shorten the probation required of helpers hereafter.

THE EXHIBITS.

The tabulated statements appended hereto require little explanation or remark.

I desire, however, to call attention to Exhibit "A" for the purpose of inviting a comparison of the number of cars received and the quantity of grain they contained, with the corresponding figures in my report of a year ago.

By such comparison it will be seen that while our receipts this year are within 249,084 bushels (less than half of a day's average receipts) of the amount shown last year, the *number* of cars received is, owing to the constantly increasing proportion of large cars in use, 11,167 *less*.

The average car load last year was 608, while this year it is 641 bushels.

As our fees are estimated by the car load, the loss of revenue to the department by reason of this heavier loading is \$3,768.45.

The financial exhibits show an increase of expenditures for this year over last year of \$1,712.87.

The necessarily greater expenses of our new location, the larger force required during the movement of the winter wheat crop (a large part of which came in over roads which do not ordinarily bring grain to this market and were, consequently, not provided with inspectors) and the opening for business of two new grain-carrying roads, would ordinarily have increased the expenses to a greater extent than is here shown, but for the rigid economy which we have endeavored to practice in the purchase of supplies and in every point where it could be done without impairing the efficiency of the force.

The extra help employed, as well as some of the regular force, will (if your honorable Board sees fit to concur in the recommendations contained in my communication of October 28) be dismissed December 1, and the force reduced to the lowest point consistent with efficient service during the winter months. By this means it is hoped that the department can be carried through the unproductive season without anticipating the revenues.

The tables do not show separately the amount of revenue derived from forfeited fees deposited in calling the Committee of Appeals, and I have thought it might be of interest to some to know that from this source we received \$2,836.00, which is included in the "total cash received" in Exhibit "G." This amount fell \$1,880.65 short of paying the expenses of this branch of the service.

IN CONCLUSION.

It gives me pleasure to say that in the main the employés of the department have evinced a gratifying spirit of fidelity to the difficult and delicate duties assigned them, and have executed their trust carefully and conscientiously; and so far as can be observed, to the satisfaction of the trade and the public generally.

Very respectfully submitted,

P. BIRD PRICE,

Chief Inspector.

EXHIBIT A—1.

Inspection on Arrival—By Months.

| Months. | Winter Wheat. | | | | | | | | | | | | Total cars. | |
|------------------------------|---------------|----|----|----------|-----|-----------|----|------|-------|-------|-----|-----------------|-------------|-----------|
| | White. | | | Turk'ish | | Long Red. | | Red. | | | | | | |
| | 2 | 3 | 4 | 1 | 2 | 1 | 2 | 1 | 2 | 3 | 4 | No. of bushels. | | |
| | | | | | | | | | | | | | | |
| November, 1885..... | 12 | | 1 | | | | | | | 30 | 123 | 70 | 4 | 230 |
| December, 1885..... | 5 | 3 | | | | | | | | 17 | 105 | 65 | 5 | 200 |
| January, 1886..... | 1 | 1 | 3 | | | | | | | 10 | 47 | 53 | 9 | 123 |
| February, 1886..... | 1 | 2 | 1 | | | | | | | 31 | 63 | 52 | 20 | 170 |
| March, 1886..... | 1 | 7 | 2 | | | | | | | 34 | 72 | 44 | 5 | 165 |
| April, 1886..... | 1 | | 1 | | | | | | | 34 | 50 | 24 | 2 | 112 |
| May, 1886..... | 6 | 4 | 1 | | | | | | | 40 | 84 | 46 | 10 | 191 |
| June, 1886..... | | | | | | | | | | 78 | 111 | 101 | 11 | 302 |
| July, 1886..... | 23 | 12 | 1 | 65 | 348 | 1 | 5 | 107 | 2,222 | 350 | 83 | 35 | | 3,252 |
| August, 1886..... | 19 | 18 | 4 | 16 | 308 | | 3 | 24 | 2,066 | 646 | 113 | 106 | | 3,323 |
| September, 1886..... | 14 | 19 | 4 | 3 | 143 | | 3 | 10 | 788 | 558 | 98 | 72 | | 1,712 |
| October, 1886..... | 12 | 5 | 3 | 5 | 66 | | | 4 | 261 | 294 | 48 | 13 | | 711 |
| Totals..... | 77 | 76 | 24 | 89 | 865 | 1 | 11 | 145 | 5,611 | 2,503 | 797 | 292 | | 10,491 |
| Total estimated bushels..... | | | | | | | | | | | | | | 5,497,284 |

EXHIBIT A—2.

Inspection on Arrival—By Months.

| Months. | Spring Wheat. | | | | | | | Total cars | |
|------------------------------|---------------|----|-----|-------|-------|-------|------------|------------|------------|
| | Hard. | | | | | | Not graded | | |
| | 1 | 2 | 1 | 2 | 3 | 4 | | | |
| November, 1885..... | | | 4 | | 912 | 1,976 | 500 | 15 | 3,407 |
| December, 1885..... | | | 10 | | 1,183 | 1,375 | 321 | 9 | 2,898 |
| January, 1886..... | | | 3 | | 180 | 397 | 131 | 12 | 723 |
| February, 1886..... | 1 | | 3 | | 123 | 530 | 190 | 1 | 848 |
| March, 1886..... | 1 | | 6 | | 175 | 743 | 266 | 8 | 1,199 |
| April, 1886..... | | | 2 | | 58 | 406 | 143 | 3 | 612 |
| May, 1886..... | | | 2 | | 39 | 372 | 84 | 6 | 595 |
| June, 1886..... | | | | | 264 | 561 | 151 | 19 | 995 |
| July, 1886..... | | | | 3 | 353 | 321 | 169 | 31 | 877 |
| August, 1886..... | 1 | | 7 | 5 | 530 | 595 | 195 | 38 | 1,371 |
| September, 1886..... | | 31 | 10 | 1,398 | 950 | 160 | 60 | 60 | 2,649 |
| October, 1886..... | | 3 | 48 | 5 | 2,647 | 1,369 | 180 | 32 | 4,224 |
| Totals..... | | 6 | 116 | 23 | 7,862 | 9,575 | 2,490 | 234 | 20,306 |
| Total estimated bushels..... | | | | | | | | | 10,640,344 |

EXHIBIT A—3.

Inspection on Arrival—By Months.

| Months. | Corn. | | | | | | | | | | Total cars. | |
|-------------------------|---------|-------|--------|--------|-----|-------|-------|--------|--------|--------|-------------|------------|
| | Yellow. | | | White. | | | 2 | 3 | 4 | N. G. | | |
| | 1 | 2 | 3 | 1 | 2 | 3 | | | | | | |
| November, 1885..... | | 605 | 572 | | 85 | 119 | 1,256 | 926 | 1,768 | 367 | 5,698 | |
| December, 1885..... | | 840 | 1,479 | | 51 | 171 | 2,034 | 2,442 | 1,198 | 52 | 8,267 | |
| January, 1886..... | | 211 | 899 | | 24 | 160 | 459 | 1,702 | 649 | 13 | 4,117 | |
| February, 1886..... | | 235 | 1,334 | | 39 | 119 | 466 | 2,444 | 2,140 | 79 | 6,856 | |
| March, 1886..... | | 980 | 1,409 | | 81 | 81 | 1,517 | 2,995 | 1,615 | 52 | 8,730 | |
| April, 1886..... | 2 | 806 | 472 | | 150 | 71 | 1,623 | 969 | 851 | 75 | 5,019 | |
| May, 1886..... | 1 | 793 | 448 | | 196 | 56 | 1,279 | 913 | 1,050 | 325 | 5,061 | |
| June, 1886..... | 18 | 2,323 | 750 | 6 | 340 | 77 | 5,299 | 2,406 | 1,281 | 281 | 12,781 | |
| July, 1886..... | 28 | 1,826 | 865 | | 338 | 118 | 4,159 | 3,448 | 1,619 | 293 | 12,694 | |
| August, 1886..... | 2 | 2,372 | 1,407 | 2 | 462 | 153 | 5,574 | 5,160 | 1,609 | 87 | 16,828 | |
| September, 1886..... | | 1,601 | 1,149 | | 240 | 129 | 3,995 | 4,367 | 1,360 | 28 | 12,869 | |
| October, 1886..... | | 1,137 | 885 | | 193 | 101 | 2,800 | 3,350 | 1,042 | 23 | 9,531 | |
| Total | | 51 | 13,729 | 11,669 | 8 | 2,199 | 1,355 | 30,461 | 31,122 | 16,182 | 1,675 | 108,451 |
| Total estim'd bush..... | | | | | | | | | | | | 59,648,050 |

EXHIBIT A—4.

Inspection on Arrival—By Months.

| Months. | Oats. | | | | | | Rye. | | | | | | | | | |
|------------------------------|--------|--------|--------|----|-------|-------|------------------------|----------------|----|-------|-----|---------------|----------------|-------|-----|--|
| | White. | | | 1 | 2 | 3 | Total Not graded | Total cars. | 1 | 2 | 3 | Not graded | Total cars. | | | |
| | 1 | 2 | 3 | | | | | | | | | | | | | |
| November, 1885..... | 231 | 1,132 | .. | .. | 296 | 692 | 16 | 2,367 | .. | .. | .. | 213 | 113 | 6 | 332 | |
| December, 1885..... | 283 | 1,505 | .. | .. | 451 | 835 | 12 | 3,086 | .. | .. | .. | 166 | 80 | .. | 246 | |
| January, 1886..... | 209 | 941 | .. | .. | 275 | 493 | 4 | 1,922 | .. | .. | .. | 44 | 35 | .. | 79 | |
| February, 1886..... | 409 | 1,511 | .. | .. | 601 | 767 | 11 | 3,392 | .. | .. | .. | 59 | 35 | .. | 94 | |
| March, 1886..... | 337 | 1,268 | .. | 2 | 394 | 709 | 26 | 2,736 | .. | .. | .. | 67 | 44 | .. | 111 | |
| April, 1886..... | 597 | 1,317 | .. | .. | 616 | 473 | 6 | 2,999 | .. | .. | .. | 26 | 29 | .. | 55 | |
| May, 1886..... | 5 | 886 | 1,983 | .. | 619 | 900 | 10 | 4,403 | .. | .. | .. | 27 | 32 | 3 | 62 | |
| June, 1886..... | 1 | 773 | 1,452 | .. | 763 | 851 | 24 | 3,861 | .. | .. | .. | 38 | 50 | 3 | 91 | |
| July, 1886..... | 49 | 660 | 782 | 5 | 897 | 718 | 50 | 3,161 | 51 | .. | .. | 228 | 40 | 4 | 326 | |
| August, 1886..... | 128 | 3,138 | 727 | 15 | 2,209 | 548 | 68 | 6,923 | 16 | .. | .. | 270 | 33 | 2 | 321 | |
| September, 1886..... | 11 | 2,391 | 503 | 3 | 1,151 | 377 | 18 | 4,460 | .. | .. | .. | 267 | 37 | 2 | 216 | |
| October, 1886..... | 3 | 2,250 | 612 | .. | 831 | 333 | 11 | 4,073 | .. | .. | .. | 122 | 21 | .. | 113 | |
| Total..... | 200 | 12,077 | 13,763 | 25 | 9,226 | 7,696 | 239 | 43,216 | 70 | 1,467 | 519 | 20 | .. | 2,106 | .. | |
| Total estimated bushels..... | | | | | | | 41,818,882 | | | | | | 1,086,696 | | | |

EXHIBIT A—5.

Inspection on Arrival—By Months.

| Months. | Barley. | | | | | | | | Total cars. | Grand total cars of all kinds of grain. | |
|------------------|---------|----|----|-------------|-------------|-------|-------|-----|-------------|---|---------|
| | Scotch. | | | Not graded. | Total cars. | | | | | | |
| | 2 | 3 | 1 | | | 2 | 3 | 4 | | | 5 |
| November, 1885. | | | 1 | 1 | 103 | 1,564 | 466 | 22 | 6 | 2,163 | 14,197 |
| December, 1885. | | | | 1 | 58 | 1,196 | 462 | 33 | 8 | 1,758 | 16,455 |
| January, 1886. | | | | | 27 | 812 | 195 | 27 | 4 | 1,065 | 8,029 |
| February, 1886. | | | | | 12 | 893 | 258 | 29 | 8 | 1,191 | 12,461 |
| March, 1886. | | | | | 23 | 840 | 288 | 31 | 16 | 1,198 | 14,139 |
| April, 1886. | | | | | 9 | 509 | 137 | 20 | 6 | 681 | 9,428 |
| May, 1886. | | | | | 5 | 337 | 113 | 17 | 3 | 475 | 10,695 |
| June, 1886. | | | | | | 167 | 78 | 7 | 3 | 255 | 18,288 |
| July, 1886. | | | | 16 | 101 | 26 | 10 | 6 | 3 | 162 | 20,472 |
| August, 1886. | 1 | 7 | 25 | | 1,386 | 672 | 59 | 10 | 19 | 2,179 | 30,945 |
| September, 1886. | 5 | 4 | 4 | | 1,582 | 1,222 | 149 | 15 | 11 | 2,992 | 24,928 |
| October, 1886. | | 3 | 1 | | 1,105 | 1,162 | 94 | 12 | 7 | 2,384 | 21,666 |
| Totals. | 6 | 15 | 48 | | 4,411 | 9,400 | 2,309 | 220 | 94 | 16,503 | 201,103 |

Total estimated bushels..... 10,231,860 128,923,116

EXHIBIT B—1.

Inspection on Arrival—By Railroads.

| Railroads. | Winter Wheat. | | | | | | | | | | | | Total |
|--|----------------|----|----|----------|-----|-----------|----|------|-------|-------|-----|-----|--------|
| | White. | | | Turkish. | | Long Red. | | Red. | | | | | |
| | 2 | 3 | 4 | 1 | 2 | 1 | 2 | 1 | 2 | 3 | 4 | | |
| | No. of barrels | | | | | | | | | | | | |
| Chicago, Burlington and Quincy..... | 9 | 6 | 6 | 11 | 123 | | | 17 | 600 | 451 | 206 | 89 | 1,518 |
| Chicago, Rock Island and Pacific..... | 4 | 2 | | | 4 | | | | 136 | 58 | 49 | 7 | 260 |
| Chicago and Alton..... | 2 | 3 | 1 | 38 | 231 | | | 7 | 704 | 372 | 151 | 74 | 1,586 |
| Illinois Central..... | 6 | 5 | 2 | 30 | 176 | | 7 | 18 | 657 | 124 | 32 | 5 | 1,062 |
| Chicago and N. W. (Galena Division)..... | | 2 | 1 | | | | | | 1 | 25 | 3 | 1 | 33 |
| Chicago and N. W. (Wisconsin Div.)..... | 4 | 15 | 3 | | 1 | | | 1 | 85 | 97 | 3 | | 209 |
| Wabash, St. Louis and Pacific..... | 27 | 18 | 7 | 9 | 131 | | 4 | 16 | 1,242 | 667 | 239 | 55 | 2,415 |
| Chicago and Eastern Illinois..... | 4 | 5 | | 1 | | | | 10 | 588 | 143 | 22 | 43 | 816 |
| Chicago, Milwaukee and St. Paul..... | 7 | 16 | 1 | | | | | | 100 | 177 | 17 | 3 | 324 |
| Through and special..... | 11 | 4 | | | 196 | 1 | | 76 | 1,498 | 389 | 75 | 15 | 2,268 |
| Totals..... | 77 | 76 | 24 | 89 | 865 | 1 | 11 | 145 | 5,611 | 2,503 | 797 | 292 | 10,491 |

EXHIBIT B—2.

Inspection on Arrival—By Railroads.

| Railroads. | Spring Wheat. | | | | | | | |
|---|---------------|-----|----|-------|-------|-------|------------|-------------|
| | Hard. | | 1 | 2 | 3 | 4 | Not graded | Total cars. |
| | 1 | 2 | | | | | | |
| Chicago, Burlington & Quincy..... | 1 | 12 | 17 | 1,654 | 2,681 | 505 | 71 | 4,941 |
| Chicago, Rock Island & Pacific..... | | | | 551 | 1,048 | 469 | 28 | 2,096 |
| Chicago & Alton..... | | | | | | | | |
| Illinois Central..... | | 9 | | 443 | 527 | 167 | 5 | 1,151 |
| Chicago & Northwestern, Galena division..... | 5 | 62 | 4 | 1,484 | 1,702 | 736 | 21 | 4,014 |
| Chicago & Northwestern, Wisconsin division..... | | 6 | | 1,392 | 985 | 93 | 53 | 2,529 |
| Wabash, St. Louis & Pacific..... | | | | 108 | 314 | 68 | 8 | 498 |
| Chicago & Eastern Illinois..... | | | | 28 | 72 | 85 | 13 | 198 |
| Chicago, Milwaukee & St. Paul..... | | 25 | 2 | 1,930 | 1,537 | 297 | 33 | 3,824 |
| Through and special..... | | 2 | | 272 | 709 | 70 | 2 | 1,055 |
| Totals..... | 6 | 116 | 23 | 7,862 | 9,575 | 2,490 | 234 | 20,306 |

EXHIBIT B—3.

Inspection on Arrival—By Railroads.

| Railroads. | Corn. | | | | | | | | | | Total cars. |
|--------------------------------|---------|--------|--------|--------|-------|-------|--------|--------|--------|------------|-------------|
| | Yellow. | | | White. | | | 2 | 3 | 4 | Not graded | |
| | 1 | 2 | 3 | 1 | 2 | 3 | | | | | |
| Chicago, Bur. & Quincy..... | 44 | 6,799 | 3,935 | | 373 | 247 | 15,480 | 9,794 | 3,777 | 761 | 41,210 |
| Chicago, R. I. & Pacific..... | 1 | 555 | 844 | 8 | 72 | 54 | 1,101 | 3,860 | 1,783 | 125 | 8,403 |
| Chicago & Alton..... | | 873 | 569 | | 348 | 153 | 1,387 | 1,320 | 519 | 25 | 5,185 |
| Illinois Central..... | | 1,511 | 1,570 | | 391 | 197 | 2,718 | 3,698 | 1,826 | 139 | 11,450 |
| C. & N. W., Galena div..... | | 1,507 | 2,554 | | 52 | 83 | 4,654 | 7,019 | 4,390 | 254 | 20,513 |
| C. & N. W., Wisconsin div..... | | 1 | 3 | | | | 18 | 32 | 11 | 13 | 78 |
| Wabash, St. L. & Pacific..... | 6 | 1,464 | 1,356 | | 714 | 441 | 2,740 | 2,024 | 1,403 | 127 | 10,275 |
| Chicago & Eastern Ill..... | | 450 | 334 | | 183 | 139 | 727 | 1,061 | 676 | 114 | 3,684 |
| Chicago, Mil'kee & St. P..... | | 361 | 339 | | 2 | 16 | 1,084 | 2,466 | 1,645 | 106 | 6,019 |
| Through and special..... | | 208 | 174 | | 64 | 25 | 552 | 448 | 152 | 11 | 1,634 |
| Totals..... | 51 | 13,729 | 11,669 | 8 | 2,199 | 1,355 | 30,461 | 31,122 | 16,182 | 1,675 | 108,451 |

EXHIBIT B—4.

Inspection on Arrival—By Railroads.

| Railroads. | Oats. | | | | | | | Rye. | | | | | |
|----------------------------|--------|--------|--------|----|-------|-------|-------------------------|-----------------|----|-------|-----|-------------------------|-----------------|
| | White. | | | 1 | 2 | 3 | Total Not graded. | Total curs.. | 1 | 2 | 3 | Total Not graded. | Total curs.. |
| | 1 | 2 | 3 | | | | | | | | | | |
| Chicago, Burl. & Quincy | 54 | 3,356 | 2,750 | 16 | 1,852 | 1,550 | 75 | 9,653 | 20 | 524 | 126 | 7 | 677 |
| Chicago, R. I. & Pacific | 85 | 2,263 | 1,907 | | 657 | 817 | 14 | 5,743 | 19 | 195 | 72 | 6 | 292 |
| Chicago & Alton | 21 | 896 | 448 | | 684 | 143 | 8 | 3,112 | 4 | 68 | 5 | | 77 |
| Illinois Central | 6 | 1,063 | 1,582 | 3 | 2,361 | 885 | 37 | 5,937 | 5 | 146 | 88 | 1 | 240 |
| C. & N. W., Galena div. | 19 | 2,354 | 2,845 | 3 | 1,062 | 1,482 | 27 | 7,792 | 15 | 212 | 116 | 2 | 345 |
| C. & N. W., Wisconsin div. | | 80 | 549 | | 74 | 202 | 2 | 907 | 1 | 13 | 19 | 2 | 35 |
| Wabash, St. L. & Pacific | 5 | 578 | 321 | | 1,121 | 465 | 17 | 2,507 | | 91 | 32 | | 123 |
| Chicago & Eastern Ill. | | 168 | 111 | | 666 | 440 | 29 | 1,414 | 2 | 33 | 14 | | 49 |
| Chicago, Mil. & St. Paul | 10 | 1,336 | 3,153 | 1 | 593 | 1,537 | 30 | 6,660 | 3 | 157 | 62 | 1 | 223 |
| Through and special | | 73 | 97 | | 156 | 175 | 20 | 521 | 1 | 28 | 15 | 1 | 45 |
| Totals | 200 | 12,077 | 13,763 | 25 | 9,226 | 7,696 | 259 | 43,246 | 70 | 1,467 | 549 | 20 | 2,106 |

EXHIBIT B—5.

Inspection on Arrival—By Railroads.

| Railroads. | Barley. | | | | | | | | | | Grand total cars of all kinds of grain. |
|--|---------|----|----|-------|-------|-------|-----|----------------|---------------|---------|--|
| | Scotch. | | 1 | 2 | 3 | 4 | 5 | Not graded. | Total cars | | |
| | 2 | 3 | | | | | | | | | |
| Chicago, Burlington & Quincy | 6 | 14 | 3 | 375 | 973 | 166 | 16 | 13 | 1,566 | 59,565 | |
| Chicago, Rock Island & Pacific | | 1 | 4 | 419 | 599 | 100 | 10 | 1 | 1,134 | 17,928 | |
| Chicago & Alton | | | | | 2 | 2 | | | 4 | 8,964 | |
| Illinois Central | | | | 522 | 511 | 263 | 12 | 5 | 1,313 | 21,153 | |
| Chicago & Northwestern, Galena div | | | 30 | 1,847 | 1,654 | 572 | 36 | 13 | 4,152 | 36,849 | |
| Chicago & Northwestern, Wis. div | | | 1 | 459 | 2,123 | 594 | 46 | 14 | 3,237 | 6,995 | |
| Wabash, St. Louis & Pacific | | | | 24 | 44 | 17 | 1 | 1 | 87 | 15,905 | |
| Chicago & Eastern Illinois | | | | | 2 | 15 | 2 | | 19 | 6,180 | |
| Chicago, Milwaukee & St. Paul | | | 10 | 747 | 3,437 | 572 | 78 | 46 | 4,890 | 21,940 | |
| Through and special | | | | | 18 | 55 | 8 | 19 | 101 | 5,624 | |
| Totals | 6 | 15 | 48 | 4,411 | 9,400 | 2,369 | 220 | 94 | 16,503 | 201,103 | |

ЕХИВІТ С.
Inspection on Arrival by Canal and Lake—Bushels.

| MONTHS. | WHEAT. | | CORN. | | | | | | | | | | OATS. | | RYE. | | BAR-LEY. | Grand total..... | | | |
|-----------------|--------|--------------------------------------|---------|--------|--------|--------|---------|---------|---------|------------|--------------------------|---------|---------|---------|---------|--------------------------|----------|------------------|--------|---------|--------------------------|
| | 2 | Col- or do Red win- ter. | Yellow. | | White. | | 2 | 3 | 4 | Not graded | Total bush- els | White. | | 2 | 3 | Total bush- els | | | 2 | 3 | Total bush- els |
| | | | 2 | 3 | 2 | 3 | | | | | | 2 | 3 | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | |
| November, 1885 | 4,500 | 10,200 | 6,206 | | 1,000 | 74,100 | 22,200 | | 12,000 | 119,500 | 2,000 | 14,200 | 6,000 | 23,700 | 45,900 | 32,000 | 2,300 | 5,500 | 30,500 | 205,300 | |
| December, 1885 | | | 5,900 | 12,400 | 26,300 | 4,200 | | | | 6,206 | | | | | | | | | | 6,206 | |
| April, 1886 | | | 15,100 | | | 42,800 | | 49,800 | 15,800 | 114,300 | | 19,000 | 8,200 | 27,500 | 54,700 | | | | | 169,000 | |
| May, 1886 | | | 38,200 | 4,000 | 18,200 | | | | 2,080 | 82,880 | 10,000 | 11,800 | 92,900 | 37,700 | 132,400 | | | | | 235,280 | |
| June, 1886 | | | 36,000 | | | 4,000 | | 65,200 | 17,000 | 210,300 | 10,500 | 49,800 | 31,200 | 10,400 | 101,900 | | | | | 312,700 | |
| July, 1886 | | | 38,700 | | | | | 39,900 | 49,000 | 242,100 | 2,700 | 34,600 | 55,200 | 12,700 | 105,200 | | | | | 348,300 | |
| August, 1886 | 900 | | 38,700 | | | | | 229,900 | 94,300 | 371,100 | 36,400 | | 41,500 | | 77,400 | | | | | 458,200 | |
| September, 1886 | 4,300 | | 20,700 | | | 5,600 | | 271,600 | 103,550 | 417,450 | 29,500 | | 51,000 | | 80,500 | | | | | 504,650 | |
| October, 1886 | 3,600 | | | | | 5,800 | | 126,100 | 90,300 | 265,800 | 52,700 | | 44,000 | | 96,700 | | | | | 366,100 | |
| Total | 8,800 | 4,500 | 164,800 | 42,606 | 91,200 | 17,000 | 826,800 | 442,650 | 230,500 | 14,080 | 1,829,636 | 143,800 | 129,400 | 330,000 | 112,000 | 715,200 | 14,000 | 3,700 | 17,700 | 30,500 | 2,606,336 |

EXHIBIT D.

Inspection from Store.

| Months. | Winter-wheat. | | Spring wheat. | | Colorado. | | Corn. | | Oats. | | Brye. | | Barley. | | Total. | |
|------------------|---------------|--|---------------|--|-----------|--|------------|--|-----------|--|----------|--|-----------|--|------------|--|
| | Bushels. | | Bushels. | | Bushels. | | Bushels. | | Bushels. | | Bushels. | | Bushels. | | Bushels. | |
| November, 1885. | 3,612 | | 322,145 | | | | 2,175,040 | | 239,904 | | 33,113 | | 40,164 | | 2,813,975 | |
| December, 1885. | 904 | | 130,356 | | | | 290,701 | | 18,298 | | 76,099 | | 138,210 | | 763,568 | |
| January, 1886. | 8,577 | | 177,563 | | 215 | | 386,543 | | 14,913 | | 7,298 | | 49,932 | | 645,081 | |
| February, 1886. | 7,146 | | 316,812 | | | | 382,129 | | 51,400 | | 43,097 | | 14,604 | | 826,088 | |
| March. | 43,314 | | 505,282 | | 970 | | 3,140,958 | | 8,795 | | 50,181 | | 39,704 | | 3,780,204 | |
| April, 1886. | 63,735 | | 2,622,907 | | | | 913,904 | | 324,905 | | 91,815 | | 56,335 | | 4,079,370 | |
| May, 1886. | 7,118 | | 3,191,509 | | 1,050 | | 4,698,412 | | 318,529 | | 99,618 | | 26,673 | | 8,345,969 | |
| June, 1886. | 81,177 | | 191,653 | | | | 5,051,141 | | 800,463 | | 37,939 | | 12,121 | | 6,438,824 | |
| July, 1886. | 578,474 | | 613,895 | | 3,889 | | 6,239,624 | | 179,774 | | 7,674 | | | | 7,023,350 | |
| August, 1886. | 1,088,660 | | 1,081,915 | | | | 5,725,938 | | 917,304 | | 18,281 | | 35,719 | | 8,806,017 | |
| September, 1886. | 391,464 | | 593,730 | | | | 6,416,724 | | 1,329,420 | | 72,213 | | 190,065 | | 9,021,213 | |
| October, 1886. | 371,418 | | 386,258 | | | | 6,253,476 | | 352,822 | | 97,816 | | 448,816 | | 8,123,636 | |
| Totals. | 2,618,356 | | 10,480,025 | | 11,893 | | 41,615,620 | | 4,766,721 | | 635,171 | | 1,052,913 | | 61,230,305 | |

EXHIBIT E.—INSPECTION ON ARRIVAL.
Comparative Statement of Inspection from 1872 to 1886, inclusive.

| Year. | Cars. | Boats. | Wheat. | | Corn. | Oats. | | Rye. | Barley. | | Total. |
|-------|---------|--------|------------|------------|------------|------------|-----------|------|------------|-------------|--------|
| | | | Bushels. | Bushels. | | Bushels. | Bushels. | | Bushels. | Bushels. | |
| 1872 | 160,348 | 1,375 | 10,908,850 | 6,065,531 | 45,845,645 | 6,065,531 | 606,232 | | 3,437,590 | 69,803,848 | |
| 1873 | 150,541 | 1,279 | 19,076,686 | 8,723,821 | 36,930,908 | 8,723,821 | 1,025,900 | | 3,428,392 | 69,185,707 | |
| 1874 | 158,162 | 1,141 | 23,674,304 | 7,280,320 | 33,183,802 | 7,280,320 | 545,065 | | 2,127,682 | 66,811,833 | |
| 1875 | 182,576 | 669 | 19,380,421 | 7,029,550 | 25,387,717 | 7,029,550 | 593,675 | | 1,734,665 | 54,108,438 | |
| 1876 | 111,052 | 1,274 | 15,969,983 | 7,917,900 | 33,389,242 | 7,917,900 | 1,200,510 | | 3,338,311 | 61,845,946 | |
| 1877 | 158,099 | 921 | 12,500,900 | 9,853,630 | 42,632,000 | 9,853,630 | 2,018,970 | | 4,170,671 | 71,241,574 | |
| 1878 | 222,940 | 1,154 | 23,547,320 | 16,066,300 | 59,307,876 | 16,066,300 | 2,184,803 | | 3,496,350 | 107,162,715 | |
| 1879 | 236,163 | 1,118 | 34,841,695 | 14,616,187 | 59,307,876 | 14,616,187 | 2,601,339 | | 4,286,540 | 115,710,657 | |
| 1880 | 270,524 | 1,022 | 23,200,498 | 18,873,400 | 91,185,379 | 18,873,400 | 1,645,545 | | 3,991,576 | 138,896,368 | |
| 1881 | 227,119 | 950 | 20,680,150 | 22,612,368 | 76,017,132 | 22,612,368 | 1,221,843 | | 4,177,762 | 124,109,603 | |
| 1882 | 171,218 | 607 | 20,635,530 | 25,060,350 | 45,775,803 | 25,060,350 | 1,688,397 | | 5,893,804 | 99,083,953 | |
| 1883 | 235,213 | 477 | 19,963,186 | 33,362,184 | 72,258,580 | 33,362,184 | 4,980,600 | | 6,824,316 | 137,418,846 | |
| 1884 | 210,822 | 351 | 23,445,847 | 38,533,890 | 54,000,398 | 38,533,890 | 3,752,180 | | 6,755,827 | 128,648,362 | |
| 1885 | 242,270 | 400 | 26,373,620 | 38,859,940 | 56,769,685 | 38,859,940 | 1,798,951 | | 8,632,764 | 131,779,960 | |
| 1886 | 201,165 | 450 | 16,150,928 | 42,534,082 | 61,477,686 | 42,534,082 | 1,104,396 | | 10,262,300 | 131,529,452 | |

EXHIBIT F—INSPECTION FROM STORE.

Comparative Statement of Out-Inspection from 1872 to 1886 Inclusive.

| Year. | Wheat. | | Corn. | | Oats. | | Rye. | | Barley. | | Total. | | Combined total in-and out-inspec- tion. |
|-----------|------------|------------|------------|-----------|-----------|-------------|-------------|----------|----------|----------|----------|--|--|
| | Bushels. | Bushels. | Bushels. | Bushels. | Bushels. | Bushels. | Bushels. | Bushels. | Bushels. | Bushels. | Bushels. | | |
| 1872..... | 11,288,536 | 44,173,169 | 10,107,414 | 714,414 | 3,511,433 | 69,732,069 | 139,025,887 | | | | | | |
| 1873..... | 19,280,631 | 34,285,417 | 8,483,801 | 1,082,951 | 3,410,999 | 66,345,730 | 135,729,396 | | | | | | |
| 1874..... | 22,691,909 | 34,105,960 | 6,519,255 | 547,269 | 2,103,075 | 66,087,439 | 132,899,272 | | | | | | |
| 1875..... | 19,136,496 | 24,717,426 | 5,507,535 | 393,205 | 1,290,739 | 51,085,901 | 105,254,359 | | | | | | |
| 1876..... | 13,705,627 | 31,733,565 | 5,354,338 | 1,053,323 | 1,712,012 | 53,551,865 | 115,397,841 | | | | | | |
| 1877..... | 13,748,352 | 39,909,127 | 5,654,657 | 1,015,541 | 3,749,758 | 64,507,435 | 135,749,009 | | | | | | |
| 1878..... | 17,901,006 | 48,659,110 | 6,855,099 | 1,325,654 | 2,581,441 | 77,979,830 | 185,142,545 | | | | | | |
| 1879..... | 20,726,864 | 53,809,075 | 3,488,013 | 1,717,286 | 2,207,917 | 77,749,176 | 193,159,233 | | | | | | |
| 1880..... | 21,773,458 | 75,692,011 | 3,562,634 | 939,740 | 1,273,223 | 103,154,466 | 242,050,834 | | | | | | |
| 1881..... | 13,365,661 | 60,255,410 | 3,421,724 | 765,241 | 1,286,391 | 86,581,894 | 210,694,497 | | | | | | |
| 1882..... | 16,894,348 | 58,157,008 | 5,626,482 | 1,691,137 | 1,286,391 | 62,975,366 | 158,668,139 | | | | | | |
| 1883..... | 11,055,824 | 52,391,148 | 6,415,397 | 3,190,923 | 744,086 | 73,797,578 | 211,216,444 | | | | | | |
| 1884..... | 17,437,841 | 50,667,783 | 6,621,698 | 2,837,022 | 1,266,691 | 58,899,778 | 187,479,140 | | | | | | |
| 1885..... | 9,216,695 | 31,661,391 | 3,065,637 | 738,299 | 296,790 | 45,578,922 | 177,358,882 | | | | | | |
| 1886..... | 13,149,874 | 41,645,629 | 4,766,724 | 655,171 | 1,052,913 | 61,250,305 | 192,779,757 | | | | | | |

EXHIBIT G.

Receipts and Disbursements.

| Months. | Receipts. | Disbursements. | | | | Bank Balances. | |
|------------------|---------------------------------------|--------------------------------|----------------------------------|----------------------------|--------------------------|-------------------------------|----------------------------------|
| | Total cash received from all sources. | Expense inspection department. | Expense registration department. | Expense appeals committee. | Total expense per month. | On last day of month in bank. | On last day of month over-drawn. |
| November, 1885. | \$8,217 64 | \$7,681 53 | \$1,104 43 | \$385 25 | \$9,181 21 | \$16,769 09 | ..... |
| December, 1885. | 5,039 76 | 7,557 99 | 1,122 13 | 382 00 | 9,062 12 | 12,746 73 | ..... |
| January, 1886. | 5,644 84 | 7,034 34 | 1,172 58 | 386 50 | 8,593 42 | 9,798 15 | ..... |
| February, 1886. | 3,132 97 | 7,101 84 | 1,126 48 | 438 10 | 8,666 42 | 4,264 70 | ..... |
| March, 1886. | 4,724 88 | 7,132 07 | 1,086 68 | 382 00 | 8,600 75 | 388 83 | ..... |
| April, 1886. | 6,653 02 | 7,055 74 | 1,088 68 | 383 50 | 8,527 92 | ..... | \$1,486 07 |
| May, 1886. | 5,124 96 | 3,893 58 | 610 65 | 232 00 | 4,736 23 | ..... | 1,097 34 |
| June, 1886. | 7,957 45 | 6,703 26 | 1,077 08 | 329 00 | 8,100 34 | ..... | 1,240 23 |
| July, 1886. | 9,586 23 | 7,261 84 | 1,032 37 | 452 50 | 8,746 71 | ..... | 323 71 |
| August, 1886. | 10,851 26 | 6,951 70 | 995 28 | 387 00 | 8,333 98 | 2,146 91 | ..... |
| September, 1886. | 14,715 47 | 10,291 32 | 1,498 62 | 557 00 | 12,346 94 | 4,683 12 | ..... |
| October, 1886. | 13,526 18 | 7,014 93 | 1,020 13 | 400 80 | 8,435 86 | 9,575 42 | ..... |
| Total for year. | \$95,174 66 | \$85,680 14 | \$12,935 11 | \$4,716 65 | \$103,331 90. | | |

NOTE.—A trust fund amounting to four hundred forty six and 16-100 dollars (\$46.16), collected for and paid to inspectors for extra service, has also passed through the bank account of the department.

P. BIRD PRICE, *Chief Inspector,*

IN ACCOUNT WITH ILLINOIS STATE GRAIN INSPECTION DEPT.

| | | | |
|-------------------|---|--------------|--------------|
| November 1, 1885. | To balance on hand, as per last report. | \$17,732 66 | |
| October 31, 1886. | “ cash received during year, as shown above. | 95,174 66 | |
| October 31, 1886. | By expenses paid during year, as shown above. | | \$103,331 90 |
| October 31, 1886. | “ balance in bank to credit Chief Inspector this day. | | 9,575 42 |
| | Total. | \$112,907 32 | \$112,907 32 |

EXHIBIT H.

Statement of Earnings and Expense of Collection.

| Months. | Inspection fee earned. | Balance for other months collected by railroads and elevators. | Commissions for collections allowed to railroads and elevators. | Fee abated or not collected at the close of the months by railroads and elevators. |
|------------------|------------------------|--|---|--|
| November, 1885. | \$1,907 26 | \$228 01 | \$403 17 | \$167 21 |
| December, 1885. | 5,505 32 | 160 91 | 240 82 | 121 62 |
| January, 1886. | 3,179 57 | 113 00 | 267 03 | 248 26 |
| February, 1886. | 4,856 91 | 231 18 | 160 17 | 241 38 |
| March, 1886. | 6,817 19 | 52 62 | 237 53 | 42 12 |
| April, 1886. | 5,483 33 | 62 15 | 331 60 | 132 67 |
| May, 1886. | 8,052 89 | 126 12 | 247 42 | 291 07 |
| June, 1886. | 9,433 09 | 312 50 | 387 63 | 202 31 |
| July, 1886. | 11,163 95 | 203 71 | 482 96 | 279 64 |
| August, 1886. | 15,529 07 | 209 61 | 537 72 | 306 58 |
| September, 1886. | 13,379 58 | 301 31 | 739 28 | 504 62 |
| October, 1886. | 11,540 17 | 500 17 | 657 01 | 436 75 |
| Totals. | \$103,328 33 | \$2,591 98 | \$4,692 31 | \$2,977 23 |

R U L E S

GOVERNING THE INSPECTION OF GRAIN IN THE CITY OF
CHICAGO, STATE OF ILLINOIS.

IN FORCE NOVEMBER 1, 1885.

The following are the rules adopted by the Board of Railroad and Warehouse Commissioners, establishing a proper number and standard of grades for the inspection of grain.

JOHN I. RINAKER,
BENJAMIN F. MARSH,
WILLIAM T. JOHNSON,
Commissioners.

N. D. MUNSON, *Secretary.*

RULE 1.—WINTER WHEAT.

No. 1 White Winter Wheat—shall be pure White Winter Wheat, or Red and White mixed; sound, plump and well cleaned.

No. 2. White Winter Wheat—shall be White Winter Wheat, or Red and White mixed; sound, and reasonably clean.

No. 3 White Winter Wheat—shall include White Winter Wheat, or Red and White mixed, not clean and plump enough for No. 2, but weighing not less than fifty-four pounds to the measured bushel.

No. 4 White Winter Wheat—shall include White Winter Wheat, damp, musty, or from any cause so badly damaged as to render it unfit for No. 3.

No. 1 Long Red Winter Wheat—shall be pure Red Winter Wheat of the long-berried varieties; sound, plump and well cleaned.

No. 2 Long Red Winter Wheat—shall be of the same varieties as No. 1; sound and reasonably clean.

Turkish Red Winter Wheat—The grades of Nos. 1 and 2 Turkish Red Winter Wheat shall correspond with the grades of Nos. 1 and 2 Red Winter Wheat, except that they shall be of the Turkish variety.

In case of mixture of Turkish Red Winter Wheat with Red Winter Wheat, it shall be graded according to the quality thereof, and classed as Turkish Wheat.

No. 1 Red Winter Wheat—shall be pure Red Winter Wheat of both light and dark colors, of the shorter-berried varieties; sound, plump and well cleaned.

No. 2 Red Winter Wheat—shall be Red Winter Wheat of both light and dark colors; sound and reasonably clean.

No. 3 Red Winter Wheat—shall include Red Winter Wheat not cleaned and plump enough for No. 2, but weighing not less than fifty-four pounds to the measured bushel.

No. 4 Red Winter Wheat—shall include Red Winter Wheat, damp, musty, or from any cause so badly damaged as to render it unfit for No. 3.

In case of the mixture of Red and White Winter Wheat, it shall be graded according to the quality thereof, and classed as White Winter Wheat.

No. 1 Colorado Wheat—shall be sound, plump and well cleaned.

No. 2 Colorado Wheat—shall be sound, reasonably clean, and of good milling quality.

No. 3 Colorado Wheat—shall include Colorado Wheat not cleaned and plump enough for No. 2, but weighing not less than fifty-four pounds to the measured bushel.

RULE 2.—SPRING WHEAT.

No. 1 Hard Spring Wheat—shall be sound, plump and well cleaned.

No. 2 Hard Spring Wheat—shall be sound, reasonably clean, and of good milling quality.

No. 1 Spring Wheat—shall be sound, plump and well cleaned.

No. 2 Spring Wheat—shall be sound, reasonably clean, and of good milling quality.

No. 3 Spring Wheat—shall include all inferior, shrunken or dirty Spring Wheat, weighing not less than fifty-three pounds to the measured bushel.

No. 4 Spring Wheat—shall include Spring Wheat, damp, musty, grown, badly bleached, or for any cause which renders it unfit for No. 3.

Black Sea and Flinty Pffe Wheat—shall in no case be inspected higher than No. 2, and Rice Wheat no higher than No. 4.

RULE 3.—CORN.

No. 1 Yellow Corn—shall be yellow, sound, dry, plump, and well cleaned.

No. 2 Yellow Corn—shall be three-fourths yellow, dry, reasonably clean, but not plump enough for No. 1.

No. 3 Yellow Corn—shall be three-fourths yellow, reasonably dry, and reasonably clean, but not sufficiently sound for No. 2.

No. 1 White Corn—shall be sound, dry, plump and well cleaned.

No. 2 White Corn—shall be seven-eighths White, dry, reasonably clean, but not plump enough for No. 1.

No. 3 White Corn—shall be seven-eighths White, reasonably dry, and reasonably clean, but not sufficiently sound for No. 1.

No. 1 Corn—shall be Mixed Corn of choice quality, sound, dry, and well cleaned.

No. 2 Corn—shall be Mixed Corn, dry, reasonably clean, but not good enough for No. 1.

No. 3 Corn—shall be Mixed Corn, reasonably dry, and reasonably clean, but not sufficiently sound for No. 2.

No. 4 Corn—shall include all Corn not wet or in heating condition, that is unfit to grade No. 3.

RULE 4.—OATS.

No. 1 White Oats—shall be White, sound, clean, and reasonably free from other grain.

No. 2 White Oats—shall be seven-eighths White, sweet, reasonably clean, and reasonably free from other grain.

No. 3 White Oats—shall be seven-eighths White, but not sufficiently sound and clean for No. 2.

No. 1 Oats—shall be Mixed Oats, sound, clean, and reasonably free from other grain.

No. 2 Oats—shall be sweet, reasonably clean, and reasonably free from other grain.

No. 3 Oats—shall be all Oats that are damp, unsound, dirty, or from any other cause unfit for No. 2.

RULE 5.—RYE.

No. 1 Rye—shall be sound, plump and well cleaned.

No. 2 Rye—shall be sound, reasonably clean, and reasonably free from other grain.

No. 3—All Rye, damp, musty, dirty, or from any cause unfit for No. 2, shall be graded as No. 3.

RULE 6.—BARLEY.

No. 1 Barley—shall be plump, bright, clean and free from other grain.

No. 2 Barley—shall be sound, of healthy color, not plump enough for No. 1, reasonably clean, and reasonably free from other grain.

No. 3 Barley—shall include slightly shrunken and otherwise slightly damaged Barley, not good enough for No. 2.

No. 4 Barley—shall include all Barley fit for malting purposes, not good enough for No. 3.

No. 5 Barley—shall include all Barley which is badly damaged, or from any cause unfit for malting purposes, except that Barley which has been chemically treated shall not be graded at all.

Scotch Barley—The grades of Nos. 1, 2 and 3 Scotch Barley shall correspond in all respects with the grades of Nos. 1, 2 and 3 Barley, except that they shall be of the Scotch variety.

The rules shall be in force on and after Nov. 1, 1885, but it is provided that all grain in store on said date, inspected in under the rules hereby amended, shall be inspected out in accordance with the provisions of said rules.

RULE 7.

The word "new" shall be inserted in each certificate of inspection of a newly harvested crop of Oats until the 15th of August, of Rye until the 1st day of September, of Wheat until the 1st day of November, and of Barley until the 1st day of May of each year. This change shall be construed as establishing a new grade for the time specified, to conform in every particular to the existing grades of grain, excepting the distinctions of "new" and "old."

RULE 8.

All grain that is warm, or that is in a heating condition, or is otherwise unfit for warehousing, shall not be graded.

RULE 9.

All inspectors shall make their reasons for grading grain when necessary, fully known by notations on their books. The weight alone shall not determine the grade.

RULE 10.

Each inspector is required to ascertain the weight per measured bushel of each lot of Wheat inspected by him, and note the same on his book.

Sec. 138. "Any person who shall assume to act as an inspector of grain, who has not first been so appointed and sworn, shall be held to be an impostor, and shall be punished by a fine of not less than \$50.00 nor more than \$100.00 for each and every attempt to so inspect grain, to be recovered before a justice of the peace.

"Any duly authorized inspector of grain who shall be guilty of neglect of duty, or who shall knowingly or carelessly inspect or grade any grain improperly, or who shall accept any money or other consideration, directly or indirectly, for any neglect of duty, or the improper performance of any duty, as inspector of grain, and any person who shall improperly influence any inspector of grain in the performance of his duties as such inspector, shall be deemed guilty of a misdemeanor and on conviction, shall be fined in a sum not less than \$100.00 nor more than \$1,000.00, in the discretion of the court, or shall be imprisoned in the county jail not less than three nor more than twelve months, or both, in the discretion of the court."

The said Chief Inspector, and all persons inspecting grain under his direction, shall in no case make the grade of the grain above that of the poorest quality found in any lot of grain inspected, when it has evidently been "plugged" or otherwise improperly loaded for the purpose of deception. Wheat which has been subjected to "scouring" or to any process equivalent thereto, shall not be graded higher than No. 3.

All persons employed in the inspection of grain shall report all attempts to defraud the system of grain inspection as established by law. They shall also report to the said Chief Inspector, in writing, all instances where warehousemen deliver, or attempt to deliver grain of a lower grade than that called for by the warehouse receipt. They shall also report all attempts of receivers or shipper, of grain to obstruct or in any way influence the action or opinion of the inspector, and the Chief Inspector shall report all such cases to the Commissioners.

The Chief Inspector of Grain is hereby authorized to collect 'on and after Nov. 1, 1885, on all grain inspected under his directions, as follows:

For in-inspection, 35 cents per car load, 10 cents per wagon or cart load, 40 cents per 1,000 bushels from canal boats, $\frac{1}{4}$ of 1 cent per bushel from bags.

For out-inspection, 50 cents per 1,000 bushels to vessels, 35 cents per car load to cars, 35 cents per car load to teams, or 10 cents per wagon load to teams.

P. BIRD PRICE, *Chief Inspector.*

REGISTRAR'S REPORT.

OFFICE OF WAREHOUSE REGISTRAR,
CHICAGO, ILL., Nov. 1, 1886.

HON. JOHN I. RINAKER, *Chairman Board of Railroad and Warehouse Commissioners, Springfield, Ill.*

DEAR SIR—I have the honor to transmit herewith the annual report of the Registration Department for the city of Chicago, covering the receipts and shipments of grain in and out of the elevators under your control and supervision, and as is shown by the books in the office on the 31st day of October, 1886. In my report submitted one year ago I called your attention to the question of, and the necessity for a periodical weighing over of the grain in store, and for furnishing the Registrar with an attested statement of the same as a basis for his accounts. I still feel that some decisive action should be taken by your honorable Board such as will result in making the system as perfect in its operations as the law contemplates.

The warehousemen are required to furnish the exact weight of each kind and grade of grain in their elevators weekly to the Registrar, and there is no reason to doubt that they do so in accordance with their records. But experience shows that their books do not furnish reliable information on this point, as it frequently happens (when by some change of firm or other contingency, a weighing up of their grain is made necessary) that they find the quantity of one kind of grain in store far short of the receipts representing it, while there may be an excess of another. And this, it must be remembered, is on the assumption of the absolute honesty of the warehousemen.

The law was intended to afford an adequate protection to the holders of receipts, no part of which should depend upon the reliability or responsibility of the warehousemen, and yet, as it stands, all the information upon which the system is based comes from him, and no power is vested in the officials of the department to go behind his returns to inquire into their accuracy.

The defect should be remedied by legislative enactment, and any steps taken to secure such legislation would, I think, meet with the hearty approval of the general public, and especially those who have given earnest consideration to the subject.

There are two ways in which this can be done: One is to have weighmasters appointed by the State, whose duty it shall be to

weigh in and weigh out all the grain received or delivered from the elevators. The other is to have a periodical (annual or semi-annual) weighing up of all the grain in each warehouse under the supervision either of the house inspector or of some official appointed for the purpose.

The first named plan (while in theory it is the most appropriate and absolute in its effect) is liable to the criticism that it would be unduly expensive in the number of men required, and interfere with the accustomed operations of the warehousemen, and on the other hand would entail a financial responsibility which the department could not afford to assume without restrictions, which would place our elevators on the same plane as the bonded warehouses of the national government.

The second plan, while it would not afford the absolute security of the first, would still be found entirely adequate for the protection of the holders of receipts from fraud or imposition, and is, moreover, entirely practicable.

Until some plan is provided by law to secure a basis for the Registrar's books, independent of warehousemen's reports, the system will be found weak in what may some time prove to be a vital spot. In case a fire or some unforeseen calamity should suddenly invest the records of the department with unusual importance, and provoke inquiry into their value as a safe-guard of the public interest, it would be found that to too great an extent the books of the Registrar are simply statistical of the outstanding receipts, and have no adequate foundation of their own.

The intention of the framers of the law was, doubtless, that the books of the Registrar, based upon the reports of the official inspectors, should show accurately, at all times, the exact state of the grain in the warehouses furnished by the firms operating them; but while the amount of grain in store at the beginning of the system could only be obtained through their courtesy, and while the inspector in reporting the daily transactions in his house is dependent entirely upon their figures for the quantity received and shipped, there must always be an element of uncertainty in the showings of the department which was not contemplated in the outset.

This uncertainty could be eliminated to an extent great enough for all practical purposes by a simple enactment giving the department authority to enforce an annual or semi-annual weighing of the grain in store under the supervision of members of our force detailed for that purpose, and, in my opinion, no more important recommendation could be made by your honorable Board to the coming session of the General Assembly.

We have made some important changes in the method of performing service in this department during the year just closed, which has resulted in material benefit to the trade, and furnishes a basis for our accounts which makes them absolutely correct as between houses.

¶ We are now also furnishing the Board of Trade with a careful estimate of the amount of all kinds of grain in store at 11:30 A. M. Monday of each week, which enables the secretary to make up his

estimate of the visible supply, and report to the board one day earlier than would be possible were he to wait for our official report.

The practice heretofore existing of allowing the elevator firms to cancel receipts of one house and ship the grain from another, has been discontinued. It was thought by the shippers and managers of elevators that a strict enforcement of the law would result in material injury to the trade, but all generously consented to try the experiment in the interest of reform and compliance with the law. Their determination to coöperate in its enforcement enables us to so keep our accounts as to show accurately, amount, kind and grade of grain in the warehouses under our supervision.

CHANGE OF NAME OF WAREHOUSES AND ELEVATOR FIRMS.

Seavern's "B," name changed to Alton.

Armour, Dole & Co., changed to Dole & Co.

Illinois River, William Dickinson & Co., changed to Illinois River Elevator Co.

All firms managing and controlling elevators, named and shown in Exhibit "E," have complied with the requirements of the law by filing bonds and securing license to operate the same. The storage capacity remains the same as last year—28,000,000.

The total amount of all kinds of grain received into store in warehouse of Class A during the year, as shown by Exhibit "A" 7, was 62,022,522 bushels from 103,957 cars, 506 canal boats and one vessel.

The shipments of all kinds of grain during the year amounted to 61,747,078 bushels. A comparison of the receipts into store during the year with the preceding year, shows an increase of 10,847,011 bushels of grain less 506,657 bushels transferred as shown in Exhibit "A" 8, and 13,553 cars.

Total cars graded by the Inspection Department, 201,103, of which 103,957 were received in store, the balance being sold on track or shipped to seaboard by rail or boat without transferring to elevator.

Of the grain received from cars into store during the year, the following table will show the average in bushels for each kind:

| | Bushels. |
|-------------|----------|
| Wheat..... | 525 |
| Corn..... | 550 |
| Oats..... | 967 |
| Rye..... | 516 |
| Barley..... | 620 |

APPEALS.

There were 1,252 appeals taken from the decisions of the Inspection Department to the Committee of Appeals. The inspection was sustained in 586 cases, and the grade raised by the committee in 666 cases.

The entire stock of grain in store on the 31st day of October, 1886, was as follows:

| | Bushels. |
|-------------|-----------|
| Wheat..... | 9,532,553 |
| Corn..... | 3,626,270 |
| Oats..... | 981,163 |
| Rye..... | 132,213 |
| Barley..... | 581,561 |

Making a grand total in store of 14,853,860 bushels, an increase of the amount in store October 31st, 1885, of 86,774 bushels.

Appended hereto is a series of tabulated statements showing the business of this office in detail during the past year.

It affords me much pleasure to say that the forces in this office are thoroughly competent to perform the service required of them, gentlemanly in their deportment and prompt in the discharge of official duty.

I have the honor to remain,

Very respectfully, yours,

J. W. BURST, *Registrar.*

EXHIBIT A—1.

RECEIPTS INTO STORE—*Winter Wheat by Rail.*

| Ware-houses. | 1 Long 2 Long | | | | | 1 | | 2 | | 1 | 2 | 3 | 4 | N. & A. | Total. | Total cars. |
|-------------------------------|---------------|-------|-----|-------|--------|---------|--------|-----------|---------|--------|-------|------|------|---------|------------|-------------|
| | 2 | 3 | 1 | 2 | Turk'h | Red. | Red. | Red. | Turk'h | Red. | Red. | Red. | Red. | | | |
| | White | White | | | | | | | | | | | | | | |
| Illinois Central..... | 181 | | | 2,098 | 10,628 | 74,912 | 12,068 | 311,970 | 24,717 | 955 | | | | | 440,839 | 882 |
| C. B. & Q. C. and D..... | | | | | 4,030 | 70,000 | 8,161 | 330,136 | 151,336 | 7,812 | 1,600 | | | | 573,171 | 1,056 |
| St. Paul, N. W. and City..... | 547 | 1,523 | | | | 86,392 | 1,181 | 361,620 | 163,606 | 1,195 | | | | | 618,064 | 1,161 |
| Iowa..... | | | | | | | | 9,322 | | | | | | | 9,322 | 17 |
| Rock Island..... | 883 | | | | | 1,903 | | 79,001 | 23,680 | 1,483 | | | | | 107,523 | 219 |
| Wabash and Indiana..... | 9,362 | 1,000 | | | 2,705 | 70,350 | 45,613 | 1,436,190 | 372,657 | 22,158 | 2,966 | | | | 1,830,932 | 3,519 |
| Alton..... | | | | | 4,108 | 23,865 | 1,670 | 33,335 | 77,715 | | | | | | 78,518 | 138 |
| St. Louis..... | 558 | | | | 11,440 | 82,310 | 2,253 | 241,910 | | 29,697 | | | | | 445,319 | 808 |
| Padilla B..... | | | | | | | | 918 | 21,139 | | | | | | 22,057 | 2 |
| Illinois River..... | 2,148 | | | | | | 719 | 3,237 | | 1,858 | | | | | 32,000 | 63 |
| Totals..... | 13,979 | 2,613 | 666 | 3,489 | 32,911 | 410,529 | 70,352 | 2,827,811 | 805,850 | 61,553 | 4,566 | | | | 81,237,349 | 7,965 |

Winter Wheat, by Canal.

| | | | | | | | | | | | | | | | | |
|---------------------|--|--|--|--|--|--|--|--------|--|--|--|--|--|--|--------|--|
| City..... | | | | | | | | 4,097 | | | | | | | 4,097 | |
| Illinois River..... | | | | | | | | 42,719 | | | | | | | 42,719 | |
| Totals..... | | | | | | | | 46,816 | | | | | | | 51,394 | |

SHIPMENTS—*Winter Wheat.*

| | | | | | | | | | | | | | | | | |
|---------------------------------------|-------|-------|--|-------|--------|---------|--------|-----------|---------|--------|-------|--|--|--|------------|--|
| Central A..... | | | | 1,236 | 9,543 | 69,710 | 5,390 | 199,586 | 29,308 | 955 | | | | | 306,738 | |
| Dole & Co., C. and D..... | | 448 | | | 1,772 | 52,503 | 974 | 117,819 | 132,577 | 4,272 | 1,600 | | | | 312,082 | |
| Fulton, St. Paul, N. W. and City..... | 547 | 1,523 | | | | 75,668 | 1,181 | 290,228 | 150,658 | 1,195 | | | | | 440,000 | |
| Iowa..... | | | | | | | | 2,115 | | | | | | | 2,115 | |
| Rock Island B..... | 883 | | | | | 1,903 | | 680,919 | 329,699 | 1,483 | | | | | 17,465 | |
| Wabash and Indiana..... | 5,503 | 1,729 | | | 2,705 | 64,986 | 40,448 | 191,156 | 483,252 | 30,019 | 2,966 | | | | 1,151,464 | |
| St. Louis..... | 558 | | | | 11,440 | 67,990 | 1,383 | 191,156 | | | | | | | 395,837 | |
| Illinois River..... | | 2,148 | | | | | | 4,011 | 9,667 | 1,373 | | | | | 18,482 | |
| Totals..... | 7,581 | 5,839 | | 1,770 | 25,460 | 333,378 | 49,376 | 1,404,931 | 703,357 | 54,725 | 4,566 | | | | 82,647,186 | |

* See Exhibit A—8.

EXHIBIT A—2.
RECEIPTS INTO STORE—*Spring Wheat, by Rail.*

| Warehouses. | Hard. | 1 | 2 | 3 | 4 | N. G. | 2 nd Colo. | Total. | Total cars. |
|---|--------|-------|-----------|-----------|--------|-------|-----------------------|-----------|-------------|
| Illinois Central B. | 2,026 | | 222,549 | 19,995 | 1,929 | | | 247,265 | 496 |
| C. B. & Q., B., C. and D. | 5,079 | 6,892 | 106,778 | 510,411 | 38,100 | | 115 | 1,161,250 | 2,680 |
| Fulton, Union and St. Paul, N. W. and City. | 5,266 | | 823,815 | 108,921 | 679 | | | 936,802 | 2,029 |
| Air Line, Galena and Iowa. | 2,761 | 845 | 797,435 | 127,358 | 7,906 | | | 1,033,907 | 1,907 |
| Rock Island B. | | | 271,606 | 291,640 | 2,745 | | | 178,991 | 910 |
| Wabash and Indiana. | | | 69,398 | 53,479 | 12,677 | | | 135,554 | 243 |
| Alton. | | | 69,498 | 319,161 | | | | 388,662 | 655 |
| St. Louis. | | | 598 | 8,827 | 3,213 | | | 12,638 | 24 |
| Quincy A and B. | 5,112 | | 408,479 | 35,294 | 1,369 | | | 510,255 | 1,066 |
| Neely's. | | | 66,915 | | | | | 66,915 | 128 |
| Illinois River. | 1,090 | | 51,253 | | | | | 299,775 | 507 |
| Totals. | 17,097 | 7,773 | 3,748,231 | 1,661,766 | 90,433 | | 2,265 | 7,298 | 10,685 |

Spring Wheat, by Canal.

| | | | | | | | | | |
|-------------------------|--|-------|---------|--------|--|--|-------|---------|--|
| National and St. Louis. | | | 40,847 | | | | | 40,847 | |
| Illinois River. | | 8,892 | 13,975 | 11,453 | | | 1,535 | 101,325 | |
| Danville. | | | 19,961 | | | | | 19,961 | |
| Totals. | | 8,892 | 104,786 | 11,453 | | | 1,535 | 162,356 | |

SHIPMENTS—*Spring Wheat.*

| | | | | | | | | | |
|---|--------|--------|-----------|-----------|---------|--|-------|------------|--|
| Illinois Central A and B. | 646 | | 1,290,365 | 25,871 | 1,929 | | | 1,298,929 | |
| C. B. & Q., A, B, C, D. and Annex. | 1,993 | 7,918 | 1,758,979 | 647,877 | 51,000 | | 115 | 2,178,397 | |
| Fulton, Union and St. Paul, N. W. and City. | 12,178 | 1,398 | 1,900,763 | 186,159 | 1,081 | | | 2,101,777 | |
| Air Line, Galena and Iowa. | 10,028 | 1,811 | 1,293,892 | 127,747 | 8,297 | | | 1,332,678 | |
| Rock Island A and B. | 17,336 | | 801,631 | 225,999 | 2,745 | | | 1,112,021 | |
| Wabash and Indiana. | 1,508 | | 800,985 | 112,581 | 13,258 | | | 988,095 | |
| Alton. | 147 | | 26,301 | 73,287 | | | | 96,258 | |
| National and St. Louis. | 27,600 | | 182,712 | 12,386 | 10,606 | | | 233,466 | |
| Neely's. | 7,026 | | 291,958 | 47,769 | 1,369 | | | 348,113 | |
| Illinois River. | | | 59,157 | | | | | 36,311 | |
| Danville. | 1,090 | | 19,792 | 218,825 | 21,842 | | 2,265 | 335,767 | |
| Totals. | 79,992 | 11,360 | 8,973,087 | 1,711,613 | 113,099 | | 2,380 | 10,903,421 | |

*See Exhibit A-3.

EXHIBIT A-4.

RECEIPTS INTO STORE.

Oats by Rail.

| Warehouses. | 1 White. | 2 White. | 3 White. | 1 | 2 | No Grade | Total. | Total cars. | |
|---------------------------------|-------------|-------------|-------------|-------|-----------|-------------|--------|----------------|-------|
| Illinois Central, B. | 1,845 | 187,177 | 47,569 | | 1,016,404 | 3,735 | 395 | 1,257,065 | 1,337 |
| C., B. & Q., A. C. and D. | 1,933 | 200,737 | 63,484 | 1,145 | 255,171 | 7,360 | | 529,830 | 499 |
| F., U., St. P., N. W. & C. | | 167,327 | 288,999 | | 49,968 | 13,498 | | 519,802 | 594 |
| A. Line, Galena & Iowa. | | 222,757 | 64,084 | | 132,084 | 6,554 | | 425,479 | 474 |
| Rock Island, A. and B. | 3,518 | 199,880 | 24,261 | | 77,093 | 3,129 | | 307,881 | 327 |
| Wabash & Indiana. | | 179,749 | 1,925 | | 852,692 | 1,049 | | 1,035,415 | 1,068 |
| Alton. | | 235,537 | 59,586 | | 69,618 | 7,612 | | 372,353 | 387 |
| St. Louis. | | 90,709 | 13,277 | | 252,538 | | | 356,524 | 354 |
| Pacific, A. and B. | | 38,484 | 32,731 | | 15,653 | | | 86,868 | 97 |
| Neely's. | | 58,324 | 45,230 | | 99,478 | 11,058 | 3,321 | 217,411 | 220 |
| Danville. | | | | | 192,496 | | | 192,496 | 126 |
| Totals. | 7,296 | 1,589,691 | 641,086 | 1,145 | 3,013,195 | 53,995 | 3,716 | \$5,301,124 | 5,483 |

*See Exhibit A-8.

Oats by Canal.

| Warehouse. | 2 White. | 3 White. | 2 | 3 | Total. |
|------------------------------------|-------------|-------------|---------|---------|---------|
| Union, Northwestern and City. | 113,427 | 81,266 | 175,397 | 49,742 | 419,832 |
| St. Louis. | 30,832 | 45,367 | 195,968 | 56,928 | 239,095 |
| Danville. | | | 184,437 | | 184,437 |
| Total. | 144,259 | 126,633 | 465,802 | 106,670 | 843,364 |

SHIPMENTS.

Oats.

| Warehouses. | White. | 2 White. | 3 White. | 1 | 2 | 3 | No Grade | Total. |
|---|--------|-------------|-------------|---|-----------|---------|-------------|-------------|
| Illinois Central, B. | 1,514 | 179,256 | 54,216 | | 909,080 | 2,746 | 325 | 1,147,177 |
| C., B. & Q., A. C. and D. | 1,933 | 200,677 | 65,480 | | 218,295 | 7,360 | | 483,745 |
| Fult., Union, St. P., N. W., City. | | 266,609 | 371,917 | | 178,662 | 75,904 | | 893,122 |
| A. Line, Galena and Iowa. | | 230,104 | 91,435 | | 89,597 | 10,882 | | 422,018 |
| Rock Island, A. and B. | 3,518 | 199,880 | 23,377 | | 76,296 | 3,129 | | 306,200 |
| Wabash and Indiana. | | 174,904 | 1,925 | | 779,173 | 1,049 | | 957,051 |
| Alton. | | 235,537 | 59,586 | | 7,375 | 7,612 | | 310,110 |
| National and St. Louis. | | 121,423 | 58,644 | | 326,714 | 56,928 | | 563,709 |
| Pacific, A. and B. | | 38,427 | 33,546 | | 4,283 | | | 76,256 |
| Neely's. | | 58,349 | 45,230 | | 94,267 | 11,058 | 3,321 | 212,225 |
| Totals. | 6,965 | 1,705,166 | 805,386 | | 2,683,742 | 176,638 | 3,716 | \$5,381,613 |

*See Exhibit A-8.

EXHIBIT A-5.

RECEIPTS INTO STORE.

Rye by Rail.

| Warehouses. | 1 | 2 | 3 | Total. | Total cars. |
|---------------------------|--------|---------|--------|---------|-------------|
| Illinois Central B. | | 47,802 | 5,204 | 53,006 | 119 |
| C., B. & Q., C. and D. | 7,845 | 139,182 | 9,120 | 156,147 | 291 |
| St. Paul, N. W. and City. | 8,110 | 61,005 | 951 | 70,066 | 137 |
| Iowa. | | 21,090 | 3,741 | 24,831 | 51 |
| Rock Island B. | 6,830 | 63,307 | 10,593 | 80,730 | 149 |
| Wabash and Indiana. | 429 | 43,616 | 1,298 | 45,343 | 90 |
| St. Louis. | | 8,052 | 4,648 | 12,700 | 20 |
| Pacific A and B. | | 5,593 | 554 | 6,147 | 12 |
| Totals..... | 23,214 | 389,647 | 36,109 | 448,970 | 869 |

Rye by Canal.

| Warehouses. | 2 | 3 | Total. |
|----------------|--------|-------|--------|
| City..... | 9,863 | 2,153 | 12,016 |
| St. Louis..... | 1,446 | ..... | 1,446 |
| Total..... | 11,309 | 2,153 | 13,462 |

SHIPMENTS.

Rye.

| Warehouses. | 1 | 2 | 3 | Total. |
|---------------------------|--------|---------|--------|---------|
| Illinois Central B. | | 48,384 | 40,753 | 59,137 |
| C., B. & Q., C. and D. | 7,885 | 177,436 | 23,110 | 208,631 |
| St. Paul, N. W. and City. | 7,256 | 62,502 | 6,429 | 76,187 |
| Iowa. | | 51,660 | 19,347 | 71,007 |
| Rock Island B. | 6,830 | 71,581 | 16,235 | 94,646 |
| Wabash and Indiana. | 429 | 47,366 | 2,327 | 50,122 |
| St. Louis. | | 14,393 | 5,096 | 19,489 |
| Pacific A and B. | | 5,562 | 1,137 | 6,699 |
| Neely's. | | 59 | ..... | 59 |
| Totals..... | 22,400 | 478,943 | 84,634 | 585,977 |

EXHIBIT A—6.

RECEIPTS INTO STORE.

Barley by Rail.

| Warehouses. | 1 | 2 | 3 | 4 | 5 | 2 Scotch | Total. | Total cars. |
|-----------------------|-----|-----------|---------|--------|-------|-------------|-----------|----------------|
| Illinois Central B. | | 145,169 | 26,578 | 1,031 | | | 172,778 | 270 |
| C., B. & Q., C and D. | | 159,227 | 41,001 | 15,912 | 2,045 | 1,399 | 219,584 | 317 |
| St. Paul and N. W. | | 284,367 | 54,171 | 6,951 | | 635 | 346,424 | 575 |
| Galena and Iowa. | 570 | 278,594 | 60,225 | 8,506 | | | 347,895 | 582 |
| Rock Island B. | | 113,632 | 7,240 | 1,711 | | | 122,583 | 198 |
| Wabash and Indiana. | | 11,163 | | 1,874 | | | 13,037 | 21 |
| Pacific A and B. | | 76,289 | 58,601 | 6,346 | 2,488 | 786 | 144,519 | 237 |
| Neely's. | | 7,527 | | | | | 7,527 | 13 |
| Illinois River. | | | 9,571 | 11,604 | | | 21,175 | 38 |
| Totals. | 570 | 1,075,968 | 257,687 | 53,935 | 4,533 | 2,820 | 1,395,513 | 2,251 |

Barley by Lake.

| | | | | | | | | |
|------------|--------|--|--|--|--|--|--|--|
| St. Louis. | 30,447 | | | | | | | |
|------------|--------|--|--|--|--|--|--|--|

SHIPMENTS.

Barley.

| Warehouses. | 1 | 2 | 3 | 4 | 5 | 2 Scotch | Total. | Total cars. |
|-----------------------|-----|---------|---------|--------|-------|-------------|---------|----------------|
| Illinois Central B. | | 81,664 | 20,333 | 2,065 | | | 107,060 | |
| C., B. & Q., C and D. | | 92,373 | 49,812 | 11,460 | 611 | | 154,256 | |
| St. Paul and N. W. | | 154,822 | 63,182 | 9,858 | 635 | | 188,497 | |
| Galena and Iowa. | 570 | 174,264 | 68,474 | 17,666 | | | 260,974 | |
| Rock Island B. | | 4,452 | 3,331 | 1,646 | | | 8,829 | |
| Wabash and Indiana. | | 5,874 | 509 | 1,421 | | | 10,804 | |
| St. Louis. | | 30,447 | | | | | 30,447 | |
| Pacific A and B. | | 30,061 | 49,748 | 9,068 | 3,004 | 1,367 | 93,248 | |
| Illinois River. | | | 9,571 | 11,604 | | | 21,175 | |
| Totals. | 570 | 556,957 | 244,960 | 67,186 | 4,250 | 1,367 | 875,290 | |

EXHIBIT A—7.

Grand Totals.

| Warehouses. | Receipts by rail. | Shipments. |
|--|----------------------|-------------|
| Central A and B. | 6,256,227 | 6,566,968 |
| C., B. & Q., A, B, C, D and Annex. | 21,326,562 | 21,008,017 |
| N. W., Fulton, Union, City and St. Paul. | 3,530,133 | 5,345,349 |
| Air Line, Galena and Iowa. | 8,878,592 | 8,939,671 |
| Rock Island A and B. | 1,147,464 | 1,502,550 |
| Wabash and Indiana. | 7,567,748 | 7,270,299 |
| National and St. Louis. | 2,519,186 | 3,843,793 |
| Pacific A and B. | 2,476,282 | 2,249,530 |
| Illinois River. | 353,640 | 375,364 |
| Neely's. | 322,695 | 340,768 |
| Danville. | 192,496 | 232,301 |
| Alton. | 1,536,630 | 1,072,468 |
| Totals. | *59,137,565 | *61,747,078 |

See Exhibit A—8.

RECEIPTS.

By Canal and Lake.

| Warehouses. | Bushels. |
|-----------------------------|------------|
| City, N. W. and Union..... | 1,414,594 |
| Indiana..... | 69,656 |
| National and St. Louis..... | 1,047,484 |
| Illinois River..... | 148,822 |
| Danville..... | 204,401 |
| Totals..... | *2,884,957 |

*See Exhibit A—8.

EXHIBIT A—8.

Showing the Amount of Grain Transferred from one Warehouse to Another.

| From Warehouse. | To Warehouse. | Winter. | Spring. | Oats. | Total. |
|-----------------------------|---------------------|---------|---------|---------|---------|
| Iowa..... | Illinois River..... | 4,449 | | | |
| St. Paul..... | "..... | 4,984 | | | |
| City..... | "..... | 6,001 | | | |
| Central B..... | "..... | 5,187 | | | |
| Wabash..... | "..... | 15,371 | | | |
| Indiana..... | "..... | 8,988 | | | 44,980 |
| C. B. & Q., B. C and D..... | "..... | | 51,358 | | |
| Rock Island A..... | "..... | | 12,009 | | |
| Union..... | "..... | | 31,966 | | |
| Fulton..... | "..... | | 1,596 | | |
| Illinois River..... | St. Louis..... | | 11,972 | | |
| "..... | National..... | | 23,785 | | |
| "..... | Danville..... | | 21,311 | | 153,997 |
| Indiana..... | "..... | | | 89,159 | |
| Wabash..... | "..... | | | 95,278 | |
| National..... | "..... | | | 71,087 | |
| St. Louis..... | "..... | | | 52,156 | 307,680 |
| Total..... | | 41,980 | 153,997 | 307,680 | 506,657 |

The amount of grain as shown in this Exhibit is included in the receipts and shipments.

EXHIBIT B.

Showing the Number of Cars, Canal Boats and Vessels from which Grain was received into the several Public Warehouses of Chicago during the year ending October 31, 1886, and the Number of said Cars, Canal Boats and Vessels, Warehouse Receipts for the Contents of which have not been Registered.

| Names of Firms. | No. of Warehouses. | Names of Warehouses. | | | | No. Received. | | | | No. Not Registered. | | | |
|----------------------------------|--------------------|----------------------|--------------|--|--|---------------|--------------|----------|--|---------------------|--------------|----------|--|
| | | Cars. | Canal Boats. | Vessels. | | Cars. | Canal Boats. | Vessels. | | Cars. | Canal Boats. | Vessels. | |
| J. & E. Buckingham. | 215 | 11,154 | | Central A. and B. | | | | | | 204 | | | |
| Dole & Co. | 8 | 36,712 | | C. B. & Q., A. B., C. D. and Annex. | | | | | | 389 | | | |
| Munger, Wheeler & Co. | | | | Northwestern, City, Fulton, Union, St. Paul, Air | | | | | | | | | |
| Line, Galena and Iowa. | | | | Rock Island, A and B. | | | | | | 331 | 31 | | |
| Flint, Odell & Co. | | 22,800 | 243 | Wabash and Indiana. | | | | | | 115 | | | |
| Geo. L. Dunlap & Co. | 213 | 13,376 | 13 | National St. Louis and Danville. | | | | | | 376 | | | |
| D. L. Seymour & Co. | 21 | 4,372 | 223 | Pacific, A and B. | | | | | | 105 | | | |
| Chicago and Pacific Elevator Co. | | 4,418 | 27 | Illinois River. | | | | | | 72 | | | |
| Illinois River Elevator Co. | | 608 | | Neely. | | | | | | 115 | | | |
| Illinois Trust and Savings Bank. | 1 | 417 | | Alton. | | | | | | 210 | | | |
| Geo. A. Severans. | 1 | 2,493 | | | | | | | | | | | |
| Totals. | 27 | 103,957 | 506 | | | | | | | 1,917 | 40 | | |

EXHIBIT C.

Showing the Number and Disposition of Appeals from the Decisions of the Grain Inspection Department to the Committee of Appeals during the year ending October 31, 1886.

| DATE. | INSPECTION SUSTAINED. | | | | | GRADE CHANGED. | | | | | | |
|------------------|-----------------------|-------|-------|------|---------|----------------|--------|-------|-------|------|---------|--------|
| | Wheat. | Corn. | Oats. | Rye. | Barley. | Total. | Wheat. | Corn. | Oats. | Rye. | Barley. | Total. |
| November, 1885. | 26 | 2 | 3 | | 4 | 35 | 29 | 18 | 3 | 1 | 12 | 63 |
| December, 1885. | 74 | 30 | 1 | 1 | 6 | 112 | 26 | 42 | 1 | | 15 | 84 |
| January, 1886. | 3 | 9 | | 1 | 1 | 15 | 1 | 6 | 5 | | | 12 |
| February, 1886. | 6 | 6 | 2 | | 5 | 19 | 10 | | 1 | | 2 | 13 |
| March, 1886. | 18 | 29 | 1 | | | 48 | 25 | 29 | | | 4 | 39 |
| April, 1886. | 4 | 3 | 3 | | | 10 | 6 | 3 | 5 | | | 18 |
| May, 1886. | 4 | 14 | 1 | | | 19 | 11 | 22 | | | | 33 |
| June, 1886. | 13 | 32 | 3 | | | 48 | 28 | 13 | 3 | 3 | | 51 |
| July, 1886. | 21 | 27 | | | | 48 | 20 | 8 | 1 | | 1 | 40 |
| August, 1886. | 16 | 14 | 1 | | 19 | 50 | 11 | 13 | | | 38 | 58 |
| September, 1886. | 18 | 14 | | | | 32 | 25 | 13 | | | 95 | 133 |
| October, 1886. | 40 | 7 | 2 | | 32 | 81 | 38 | 2 | 1 | | 54 | 95 |
| Totals. | 253 | 187 | 18 | 2 | 126 | 586 | 230 | 185 | 22 | 1 | 225 | 666 |

Included in the above are 6 canal boats of Corn and 1 canal boat of Oats changed and 15 canal boats of Corn and 1 canal boat of Oats sustained.

EXHIBIT D.

A comparative statement of the amount of Grain annually received into store by the Public Warehouses of Chicago, from 1877 to 1886, both inclusive, and of the number of cars, canal boats and vessels from which such Grain was received.

| | 1877. | 1878. | 1879. | 1880. | 1881. | 1882. | 1883. | 1884. | 1885. | 1886. |
|-------------------------|------------|------------|------------|-------------|------------|------------|------------|------------|------------|------------|
| No. of bushels..... | 60,576,607 | 81,588,130 | 80,654,178 | 107,319,715 | 88,396,625 | 57,687,008 | 78,724,751 | 57,559,971 | 51,175,511 | 62,022,522 |
| No. of cars..... | 134,103 | 172,667 | 168,211 | 217,028 | 165,339 | 105,140 | 143,946 | 103,233 | 90,404 | 103,957 |
| No. of canal boats..... | 915 | 1,055 | 1,150 | 998 | 952 | 580 | 461 | 357 | 467 | 596 |
| No. of vessels..... | 13 | 6 | 16 | 24 | 28 | 18 | 10 | 1 | ..... | 1 |

A statement comparing the number of cars annually inspected on track, from 1877 to 1886, both inclusive, with the number received in store during the same year.

| | | | | | | | | | | |
|-------------------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| Inspected on track..... | 158,099 | 222,940 | 236,103 | 270,525 | 227,109 | 171,218 | 235,213 | 210,822 | 212,270 | 201,103 |
| Received into store..... | 134,103 | 172,667 | 168,211 | 217,028 | 165,339 | 105,446 | 143,946 | 103,233 | 90,404 | 103,957 |
| Inspected but not stored..... | 23,996 | 50,273 | 67,952 | 53,497 | 61,789 | 65,778 | 91,267 | 107,589 | 121,866 | 97,146 |

EXHIBIT E.

Storage Capacity of Chicago Elevators of Class A, at date of this Report.

| Name of Elevator. | Proprietors. | Grain Received From— | Capacity. Bushels. |
|------------------------------|----------------------------------|---|-----------------------|
| Central, A..... | J. & E. Buckingham | Illinois Central Railroad..... | 1,000,000 |
| Central, B..... | J. & E. Buckingham | Illinois Central Railroad..... | 1,500,000 |
| C. B. & Q., A..... | Dole & Co. | Chicago, Burlington and Quincy Railroad..... | 1,250,000 |
| C. B. & Q., B..... | Dole & Co. | Chicago, Burlington and Quincy Railroad..... | 1,250,000 |
| C. B. & Q., C..... | Dole & Co. | Chicago, Burlington and Quincy Railroad..... | 1,250,000 |
| C. B. & Q., D and Annex..... | Dole & Co. | Chicago, Burlington and Quincy Railroad..... | 3,000,000 |
| Union..... | Munger, Wheeler & Co. | Chicago and Northwestern Railroad (Galena Division)..... | 3,700,000 |
| City..... | Munger, Wheeler & Co. | Chicago and Northwestern Railroad (Galena Division) and Canal..... | 1,000,000 |
| Northwestern..... | Munger, Wheeler & Co. | Chicago and Northwestern Railroad (Wisconsin Division)..... | 600,000 |
| Fulton..... | Munger, Wheeler & Co. | Chicago, Milwaukee and St. Paul Railroad, and Canal..... | 200,000 |
| Air Line..... | Munger, Wheeler & Co. | Chicago and Northwestern Railroad (Galena Division)..... | 750,000 |
| Galena..... | Munger, Wheeler & Co. | Chicago and Northwestern Railroad (Galena Division)..... | 750,000 |
| Iowa..... | Munger, Wheeler & Co. | Chicago and Northwestern Railroad (Galena Division)..... | 1,500,000 |
| St. Paul..... | Munger, Wheeler & Co. | Chicago, Milwaukee and St. Paul Railroad..... | 1,000,000 |
| Wabash..... | Munger, Wheeler & Co. | Chicago, Milwaukee and St. Paul Railroad..... | 1,000,000 |
| Indiana..... | George L. Dunlap & Co. | Chicago, Milwaukee and St. Paul Railroad..... | 1,750,000 |
| Rock Island, A..... | Blunt, Odell & Co. | Chicago, Alton and St. Louis, and Chicago and Eastern Illinois Railroads..... | 1,500,000 |
| Rock Island, B..... | Blunt, Odell & Co. | Chicago, Rock Island and Pacific Railroad, and Canal..... | 1,500,000 |
| National..... | D. L. Seymour & Co. | Chicago, Alton and St. Louis Railroad, and Canal..... | 1,250,000 |
| St. Louis..... | D. L. Seymour & Co. | Chicago, Alton and St. Louis Railroad, and Canal..... | 1,000,000 |
| Illinois River..... | Illinois River Elevator Co. | Chicago, Milwaukee and St. Paul Railroad, and Canal..... | 1,000,000 |
| Neely's..... | Ill. Trust and Savings Bank, Co. | Chicago, Milwaukee and St. Paul Railroad, and Canal..... | 200,000 |
| Panville..... | D. L. Seymour & Co. | Chicago, Alton and St. Louis Railroad, and Canal..... | 600,000 |
| Pacific, A..... | Chi. & Pacific Elevator Co. | Chicago, Milwaukee and St. Paul Railroad (Pacific Division) and Canal..... | 150,000 |
| Pacific, B..... | Chi. & Pacific Elevator Co. | Chicago, Milwaukee and St. Paul Railroad (Pacific Division) and Canal..... | 1,000,000 |
| Alton..... | George A. Seaverns. | Chicago, Alton and St. Louis Railroad..... | 800,000 |
| Total capacity..... | | | 28,000,000 |

EXHIBIT F.

Showing the amounts of the different kinds of Grain, and the total amounts in store in the Public Warehouses of Chicago, at the close of each week during the year ending October 31, 1886.

| Week ending. | | Wheat. | Corn. | Oats. | Rye. | Barley. | Total. |
|-------------------|--|------------|-----------|-----------|---------|---------|------------|
| November 7, 1885. | | 13,273,615 | 468,741 | 212,317 | 272,357 | 146,180 | 14,373,210 |
| November 14, .. | | 13,353,216 | 167,423 | 91,783 | 288,661 | 164,030 | 14,005,113 |
| November 21, .. | | 13,487,292 | 249,067 | 85,186 | 273,517 | 156,300 | 14,251,362 |
| November 28, .. | | 13,779,218 | 407,379 | 95,301 | 280,908 | 198,717 | 14,761,523 |
| December 5, .. | | 14,078,554 | 514,549 | 99,530 | 286,709 | 200,532 | 15,179,874 |
| December 12, .. | | 14,285,010 | 675,547 | 133,774 | 299,788 | 218,798 | 15,612,917 |
| December 19, .. | | 14,404,843 | 1,073,483 | 169,548 | 300,345 | 221,080 | 16,169,299 |
| December 26, .. | | 14,459,855 | 1,921,998 | 252,453 | 299,377 | 223,220 | 17,156,903 |
| January 2, 1886. | | 14,536,648 | 2,504,950 | 270,531 | 311,111 | 228,696 | 17,851,936 |
| January 9, .. | | 14,600,756 | 2,578,619 | 272,628 | 320,701 | 213,212 | 17,985,916 |
| January 16, .. | | 14,591,719 | 2,497,833 | 271,581 | 320,876 | 194,538 | 17,876,538 |
| January 23, .. | | 14,561,632 | 2,522,050 | 275,116 | 320,811 | 156,021 | 17,835,030 |
| January 30, .. | | 14,561,572 | 2,607,138 | 333,827 | 315,983 | 154,812 | 17,973,332 |
| February 6, .. | | 14,491,490 | 2,678,726 | 303,413 | 304,063 | 154,358 | 17,932,050 |
| February 13, .. | | 14,409,132 | 2,738,252 | 326,986 | 291,194 | 156,255 | 17,921,819 |
| February 20, .. | | 14,356,669 | 2,754,529 | 379,979 | 279,392 | 145,241 | 17,914,720 |
| February 27, .. | | 14,287,789 | 3,032,038 | 411,984 | 269,392 | 148,233 | 18,149,496 |
| March 6, .. | | 14,266,236 | 3,238,423 | 429,743 | 264,707 | 143,569 | 18,342,678 |
| March 13, .. | | 14,213,370 | 3,274,685 | 465,920 | 258,323 | 137,122 | 18,349,420 |
| March 20, .. | | 14,128,603 | 3,648,089 | 496,177 | 250,279 | 123,816 | 18,646,964 |
| March 27, .. | | 13,991,430 | 3,435,704 | 500,482 | 230,405 | 112,889 | 18,270,910 |
| April 3, .. | | 13,538,893 | 3,535,069 | 496,411 | 217,033 | 107,628 | 17,895,094 |
| April 10, .. | | 13,040,459 | 3,839,213 | 495,853 | 196,778 | 90,924 | 17,663,227 |
| April 17, .. | | 11,969,405 | 3,879,204 | 392,772 | 153,104 | 57,976 | 16,452,461 |
| April 24, .. | | 11,700,699 | 3,882,621 | 441,715 | 145,480 | 56,105 | 16,226,620 |
| May 1, .. | | 11,035,382 | 4,343,687 | 455,897 | 136,759 | 54,884 | 16,026,609 |
| May 8, .. | | 10,490,583 | 3,368,921 | 480,527 | 116,685 | 54,884 | 14,511,600 |
| May 15, .. | | 9,713,878 | 2,054,635 | 389,174 | 81,174 | 41,645 | 12,280,506 |
| May 22, .. | | 8,750,958 | 1,430,694 | 384,938 | 58,193 | 31,078 | 10,655,861 |
| May 29, .. | | 8,310,320 | 1,474,593 | 397,867 | 41,015 | 28,256 | 10,252,051 |
| June 5, .. | | 8,243,709 | 2,138,421 | 388,547 | 26,438 | 30,822 | 10,827,937 |
| June 12, .. | | 8,390,929 | 2,301,285 | 373,904 | 17,781 | 30,663 | 11,024,562 |
| June 19, .. | | 8,168,236 | 2,444,939 | 274,659 | 12,920 | 28,709 | 10,929,463 |
| June 26, .. | | 7,864,835 | 2,749,309 | 313,115 | 14,038 | 23,504 | 10,964,801 |
| July 3, .. | | 7,708,258 | 2,092,327 | 219,018 | 13,041 | 23,504 | 10,056,148 |
| July 10, .. | | 7,750,663 | 2,223,378 | 263,937 | 12,424 | 23,504 | 10,273,906 |
| July 17, .. | | 7,852,275 | 2,357,573 | 361,914 | 39,430 | 24,269 | 10,626,461 |
| July 24, .. | | 8,175,744 | 2,241,129 | 380,446 | 78,355 | 24,855 | 10,900,529 |
| July 31, .. | | 8,271,902 | 2,415,550 | 511,116 | 116,400 | 32,653 | 11,347,621 |
| August 7, .. | | 8,300,692 | 2,720,688 | 811,623 | 150,405 | 58,757 | 12,042,165 |
| August 14, .. | | 8,029,040 | 3,732,306 | 1,141,410 | 176,256 | 119,747 | 13,198,759 |
| August 21, .. | | 7,914,962 | 3,892,249 | 1,354,360 | 194,941 | 221,922 | 13,608,434 |
| August 28, .. | | 7,794,277 | 4,569,706 | 1,830,592 | 230,976 | 345,261 | 14,770,815 |
| September 4, .. | | 7,912,248 | 5,786,296 | 2,013,073 | 229,125 | 489,307 | 16,430,409 |
| September 11, .. | | 8,125,554 | 5,740,174 | 1,650,436 | 211,565 | 621,936 | 16,349,665 |
| September 18, .. | | 8,309,278 | 6,038,025 | 1,373,154 | 200,340 | 683,208 | 16,604,005 |
| September 25, .. | | 8,461,651 | 5,427,048 | 1,245,270 | 204,410 | 699,846 | 16,048,225 |
| October 2, .. | | 8,557,300 | 4,925,686 | 1,134,058 | 205,304 | 729,032 | 15,542,380 |
| October 9, .. | | 8,879,924 | 4,762,816 | 1,133,012 | 164,872 | 721,611 | 15,662,235 |
| October 16, .. | | 9,184,944 | 4,770,740 | 1,035,740 | 146,910 | 761,489 | 15,899,823 |
| October 23, .. | | 9,199,903 | 4,040,216 | 965,237 | 135,097 | 682,765 | 15,023,158 |
| October 30, .. | | 9,532,553 | 3,626,270 | 981,163 | 132,313 | 581,561 | 14,853,860 |

APPENDIX.

OPINIONS OF THE
SUPREME COURT OF THE UNITED STATES,
OCTOBER TERM, 1886.

IN RE
THE WABASH, ST. LOUIS & PACIFIC RAILWAY COMPANY,
Plaintiff in Error,
vs.
THE PEOPLE OF THE STATE OF ILLINOIS.

SUPREME COURT OF THE UNITED STATES.

No. 11.—OCTOBER TERM, 1886.

| | | |
|---|---|---|
| The Wabash, St. Louis and Pacific Railway Company, Plaintiff in Error, vs. The People of the State of Illinois. | } | In Error to the Supreme Court of the State of Illi- nois. |
|---|---|---|

A statute of Illinois enacts that if any railroad company shall, within that State, charge or receive for transporting passengers or freight of the same class, the same or a greater sum for any distance than it does for a longer distance, it shall be liable to a penalty for unjust discrimination. The defendant in this case made such discrimination in regard to goods transported over the same road or roads from Peoria in Illinois and from Gilman in Illinois to New York, charging more for the same class of goods carried from Gilman than from Peoria, the former being eighty-six miles nearer to New York than the latter, this difference being in the length of the line within the State of Illinois.

1. This court follows the Supreme Court of Illinois in holding that the statute of Illinois must be construed to include a transportation of goods under one contract and by one voyage from the interior of the State of Illinois to New York.

2. This court holds further that such a transportation is "commerce among the States," even as to that part of the voyage which lies within the State of Illinois, while it is not denied that there may be a transportation of goods which is begun and ended within its limits and disconnected with any carriage outside of the State, which is *not* commerce among the States.

3. The latter is subject to regulation by the State, and the statute of Illinois is valid as applied to it. But the former is national in its character, and its regulation is confided to Congress exclusively by that clause of the Constitution which empowers it to regulate commerce among the States.

4. The cases of *Munn v. Illinois, C., B. & Q. R. R. Co. v. Iowa*, and *Peik v. The Chicago and Northwestern R. R. Co.*, all in 94 U. S., examined in regard to this question, and held, in view of other cases decided near the same time, not to establish a contrary doctrine.

5. Notwithstanding what is there said, this court holds now, and has never consciously held otherwise, that a statute of a State, intended to regulate or to tax, or to impose any other restriction upon the transmission of persons or property or telegraphic messages from one State to another, is not within that class of legislation which the States may enact in the absence of legislation by Congress; and that such statutes are void even as to that part of such transmission which may be within the State.

6. It follows that the statute of Illinois, as construed by the Supreme Court of the State, and as applied to the transaction under consideration, is forbidden by the Constitution of the United States, and the judgment of that court is reversed.

(October 25, 1886.)

Mr. Justice MILLER delivered the opinion of the Court.

This is a writ of error to the Supreme Court of Illinois. It was argued here at the last term of this court.

The case was tried in the court of the original jurisdiction on an agreed statement of facts. This agreement is short and is here inserted in full:

"For the purposes of the trial of said cause, and to save the making of proof therein, it is hereby agreed on the part of the defendant that the allegations in the first count of the declaration are true, except that part of said count which avers that the same proportionate discrimination was made in the transportation of said property—oil-cake and corn—in the State of Illinois, that was made between Peoria and the city of New York, and Gilman and New York City, which averment is not admitted, because defendant claims that it is an inference from the fact that the rates charged in each case of said transportation of oil-cake and corn were through rates, but it is admitted that said averment is a proper one."

The first count in the declaration, which is referred to in this memorandum of agreement, charged that the Wabash, St. Louis and Pacific Railway Company had, in violation of a statute of the State of Illinois, been guilty of an unjust discrimination in its rates or charges of toll and compensation for the transportation of freight. The specific allegation is that the railroad company charged Elder & McKinney for transporting twenty-six thousand pounds of goods and chattels from Peoria, in the State of Illinois, to New York City, the sum of thirty-nine dollars, being at the rate of fifteen cents per hundred pounds for said car-load; and that on the same day they agreed to carry and transport for Isaac Bailey and F. O. Swannell another car-load of goods and chattels from Gilman, in the State of Illinois, to said city of New York, for which they charged the sum of sixty-five dollars, being at the rate of twenty-five cents per hundred pounds, and it is alleged that the car-load transported for Elder & McKinney was carried eighty-six miles further in the State of Illinois than the other car-load of the same weight. This freight being of the same class in both instances, and carried over the same road, except as to the difference in the distance, it is obvious that a discrimination against Bailey & Swannell was made in

the charges against them as compared with those against Elder & McKinney; and this is true whether we regard the charge for the whole distance from the terminal points in Illinois to New York city or the proportionate charge for the haul within the State of Illinois.

The language of the statute which is supposed to be violated by this transaction is to be found in chapter 114 of the Revised Statutes of Illinois, section 126. It is there enacted that if any railroad corporation shall charge, collect or receive for the transportation of any passenger or freight of any description upon its railroad, for any distance within the State, the same or a greater amount of toll or compensation than is at the same time charged, collected or received for the transportation in the same direction of any passenger or like quantity of freight of the same class over a greater distance of the same road, all such discriminating rates, charges, collections or receipts, whether made directly or by means of rebate, drawback or other shift or evasion, shall be deemed and taken against any such railroad corporation as *prima facie* evidence of unjust discrimination prohibited by the provisions of this act. The statute further provides a penalty of not over five thousand dollars for that offence, and also that the party aggrieved shall have a right to recover three times the amount of damages sustained, with costs and attorneys' fees.

To this declaration the railroad company demurred. The demurrer was sustained in the lower court in Illinois and judgment rendered for the defendant. This, however, was reversed by the Supreme Court of that State, and on the case being remanded the demurrer was overruled and the defendant pleaded among other things, that the rates of toll charged in the declaration were charged and collected for services rendered under an agreement and undertaking to transport freight from Gilman, in the State of Illinois, to New York City, in the State of New York, and that in such undertaking and agreement the portion of the services rendered or to be rendered within the State of Illinois was not apportioned separate from such entire service; that the action is founded solely upon the supposed authority of an act of the legislature of the State of Illinois, approved April 7, 1871; and that said act does not control, or affect, or relate to undertakings to transport freight from the State of Illinois to the State of New York, which falls within the operation and is wholly controlled by the terms of the third clause of section eight of article one of the constitution of the United States, which the defendant sets up and relies upon as a complete defence and protection in said action. This question of whether the statute of Illinois, as applied to the case in hand, is in violation of the constitution of the United States, as set forth in the plea, was also raised on the trial by a request of the defendant, the railroad company, that the court should hold certain propositions of law on the same subject, which propositions are as follows:

"The court holds as law, that as the tolls or rates of compensation charged and collected by the defendant, in the instance in question, were for transportation service rendered in transporting freight

from a point in the State of Illinois to a point in the State of New York under an entire contract or undertaking to transport such freight the whole distance between such points; that the act of the General Assembly of the State of Illinois, approved May 2d, 1873, entitled 'An act to prevent extortion and unjust discrimination in the rates charged for the transportation of passengers and freight on railroads in this State, and to punish the same, and prescribe a mode of procedure and rules of evidence in relation thereto, and to repeal an act entitled 'An act to prevent unjust discrimination and extortion in the rates to be charged by the different railroads in the State for the transportation of freight on said roads,' approved April 7, 1871, does not apply to or control such tolls and charges, nor can the defendant be held liable in this action for the penalties prescribed by said act.

"The court further holds as law that said act in relation to extortion and unjust discrimination cannot apply to transportation service rendered partly without the State, and consisting of the transportation of freight from within the State of Illinois to the State of New York, and that said act cannot operate beyond the limits of the State of Illinois.

"The court further holds as matter of law that the transportation in question falls within the proper description of 'commerce among the States,' and as such can only be regulated by the Congress of the United States under the terms of the third clause of section eight of article one of the Constitution of the United States."

All of these propositions were denied by the court, and judgment rendered against the defendant, which judgment was affirmed by the Supreme Court on appeal.

The matter thus presented, as to the controlling influence of the Constitution of the United States over this legislation of the State of Illinois, raises the question which confers jurisdiction on this court. Although the precise point presented by this case may not have been heretofore decided by this court, the general subject of the power of the State legislatures to regulate taxes, fares and tolls for passengers and transportation of freight over railroads within their limits has been very much considered recently, (*State Freight Tax Case*, 15 Wall. 232; *Munn v. Illinois*, 94 U. S. 133; *C., B. & Q. R. R. Co. v. Iowa*, Ibid. 155; *Peik v. N. W. R. R. Co.*, Ibid. 164; *Stone v. Farmers' Loan and Trust Co.*, 116 U. S. 307; *Gloucester Ferry Co. v. Pennsylvania*, 114 U. S. 204; *Pickard v. The Pullman Southern Car Co.*, 117 U. S. 34,) and the question how far such regulations, made by the States and under State authority, are valid or void, as they may affect the transportation of goods through more than one State, in one voyage, is not entirely new here. The Supreme Court of Illinois, in the case now before us, conceding that each of these contracts was in itself a unit, and that the pay received by the Illinois Railroad Company was the compensation for the entire transportation from the point of departure in the State of Illinois to the city of New York, holds that while the statute of Illinois is inoperative upon that part of the contract which has reference to the transportation outside of the State, it is binding and effectual as to so much of the transportation as was within

the limits of the State of Illinois, (*The People v. The Wabash, St. Louis and Pacific R. R. Co.*, 104 Ill., 476;) and, undertaking for itself to apportion the rates charged over the whole route, decides that the contract and the receipt of the money for so much of it as was performed within the State of Illinois violate the statute of the State on that subject.

If the Illinois statute could be construed to apply exclusively to contracts for a carriage which begins and ends within the State, disconnected from a continuous transportation through or into other States, there does not seem to be any difficulty in holding it to be valid. For instance, a contract might be made to carry goods for a certain price from Cairo to Chicago, or from Chicago to Alton. The charges for these might be within the competency of the Illinois legislature to regulate. The reason for this is that both the charge and the actual transportation in such cases are exclusively confined to the limits of the territory of the State, and is not commerce among the States, or inter-state commerce, but is exclusively commerce within the State. So far, therefore, as this class of transportation, as an element of commerce, is affected by the statute under consideration, it is not subject to the constitutional provision concerning commerce among the States. It has often been held in this court, and there can be no doubt about it, that there is a commerce wholly within the State which is not subject to the constitutional provision, and the distinction between commerce among the States and the other class of commerce between the citizens of a single State, and conducted within its limits exclusively, is one which has been fully recognized in this court, although it may not be always easy, where the lines of these classes approach each other, to distinguish between the one and the other. *The Daniel Ball*, 10 Wall., 557; *Hall v. DeCuir*, 95 U. S. 485; *Telegraph Co. v. Texas*, 105 U. S. 460.

It might admit of question whether the statute of Illinois, now under consideration, was designed by its framers to affect any other class of transportation than that which begins and ends within the limits of the State. The Supreme Court of Illinois having in this case given an interpretation which makes it apply to what we understand to be commerce among the States, although the contract was made within the State of Illinois, and a part of its performance was within the same State, we are bound, in this court, to accept that construction. It becomes, therefore, necessary to inquire whether the charge exacted from the shippers in this case was a charge of inter-state transportation, or was susceptible of a division which would allow so much of it to attach to commerce strictly within the State, and so much more to commerce in other States. The transportation, which is the subject-matter of the contract, being the point on which the decision of the case must rest, was it a transportation limited to the State of Illinois, or was it a transportation covering all the lines between Gilman in the one case and Peoria in the other in the State of Illinois, and the city of New York in the State of New York?

The Supreme Court of New York does not place its judgment in the present case on the ground that the transportation and the charge are exclusively State commerce, but, conceding that it may

be a case of commerce among the States, or inter-state commerce, which Congress would have the right to regulate if it had attempted to do so, argues that the statute of Illinois belongs to that class of commercial regulations which may be established by the laws of a State until Congress shall have exercised its power on that subject; and to this proposition a large part of the argument of the Attorney-General of the State before us is devoted, although he earnestly insists that the statute of Illinois, which is the foundation of this action, is not a regulation of commerce within the meaning of the Constitution of the United States. In support of its views of the subject the Supreme Court of Illinois cites the cases of *Munn v. Illinois, C., B. & Q. R. R. Co. v. Iowa*, and *Peik v. N. W. R. R. Co.*, above referred to. It cannot be denied that the general language of the court in these cases, upon the power of Congress to regulate commerce, may be susceptible of the meaning which the Illinois court places upon it.

In *Munn v. Illinois*, (94 U. S. 133), the language of this court upon that subject is as follows:

"We come now to consider the effect upon this statute of the power of Congress to regulate commerce. It was very properly said in the case of the *State Tax on Railway Gross Receipts*, (15 Wall. 293), that 'it is not everything that affects commerce that amounts to a regulation of it, within the meaning of the Constitution.' The warehouses of these plaintiffs in error are situated and their business carried on exclusively within the limits of the State of Illinois. They are used as instruments by those engaged in State as well as those engaged in inter-state commerce, but they are no more necessarily a part of commerce itself than the dray or the cart by which, but for them, grain would be transferred from one railroad station to another. Incidentally they may become connected with inter-state commerce, but not necessarily so. Their regulation is a thing of domestic concern, and, certainly, until Congress acts in reference to their inter-state relations, the State may exercise all the powers of government over them, even though in so doing it may indirectly operate upon commerce outside its immediate jurisdiction. We do not say that a case may not arise in which it will be found that a State, under the form of regulating its own affairs, has encroached upon the exclusive domain of Congress in respect to inter-state commerce, but we do say that, upon the facts as they are represented to us in this record, that has not been done."

In the case of *C., B. & Q. R. R. Co. v. Iowa*, (94 U. S. 155), which directly related to railroad transportation, the language is as follows:

"The objection that the statute complained of is void, because it amounts to a regulation of commerce among the States, has been sufficiently considered in the case of *Munn v. Illinois*. This road, like the warehouse in that case, is situated within the limits of a single State. Its business is carried on there, and its regulation is a matter of domestic concern. It is employed in State as well as in inter-state commerce, and, until Congress acts, the State must be permitted to adopt such rules and regulations as may be

necessary for the promotion of the general welfare of the people within its own jurisdiction, even though in doing so those without may be indirectly affected."

But the strongest language used by this court in these cases is to be found in *Peik v. C. & N. W. R. R. Co.* (94 U. S. 164), as follows:

"As to the effect of the statute as a regulation of inter-state commerce. The law is confined to State commerce, or such inter-state commerce as directly affects the people of Wisconsin. Until Congress acts in reference to the relations of this company to inter-state commerce, it is certainly within the power of Wisconsin to regulate its fares, etc., so far as they are of domestic concern. With the people of Wisconsin this company has domestic relations. Incidentally, these may reach beyond the State. But certainly, until Congress undertakes to legislate for those who are without the State, Wisconsin may provide for those within, even though it may indirectly affect those without."

These extracts show that the question of the right of the State to regulate the rates of fares and tolls on railroads, and how far that right was affected by the commerce clause of the Constitution of the United States, was presented to the court in those cases. And it must be admitted that, in a general way, the court treated the cases then before it as belonging to that class of regulations of commerce which, like pilotage, bridging navigable rivers, and many others, could be acted upon by the States in the absence of any legislation by Congress on the same subject.

By the slightest attention to the matter it will be readily seen that the circumstances under which a bridge may be authorized across a navigable stream within the limits of a State for the use of a public highway, and the local rules which shall govern the conduct of the pilots of each of the varying harbors of the coasts of the United States, depend on principles far more limited in their application and importance than those which should regulate the transportation of persons and property across the half or the whole of the continent, over the territories of half a dozen States, through which they are carried without change of car or breaking bulk.

Of the members of the court who concurred in those opinions, there being two dissentients, but three remain, and the writer of this opinion is one of the three. He is prepared to take his share of the responsibility for the language used in those opinions, including the extracts above presented. He does not feel called upon to say whether those extracts justify the decision of the Illinois court in the present case. It will be seen from the opinions themselves, and from the arguments of counsel presented in the reports, that the question did not receive any very elaborate consideration, either in the opinions of the court or in the arguments of counsel. And the question how far a charge made for a continuous transportation over several States, which included a State whose laws were in question, may be divided into separate charges for each State, in enforcing the power of the State to regulate the fares of its railroads, was evidently not fully considered. These three cases, with others concerning the same subject, were argued

at the time by able counsel, and in relation to the different laws affecting the subject, of the States of Illinois, Iowa, Wisconsin and Minnesota; the main question in all the cases being the right of the State to establish any limitation upon the power of the railroad companies to fix the price at which they would carry passengers and freight. It was strenuously denied, and very confidently, by all the railroad companies, that any legislative body whatever had a right to limit the tolls and charges to be made by the carrying companies for transportation. And the great question to be decided, and which was decided, and which was argued in all those cases, was the right of the State within which a railroad company did business to regulate or limit the amount of any of these traffic charges.

The importance of that question overshadowed all others, and the case of *Munn v. Illinois* was selected by the court as the most appropriate one in which to give its opinion on that subject, because that case presented the question of a private citizen, or unincorporated partnership, engaged in the warehousing business in Chicago, free from any claim of right or contract under an act of incorporation of any State whatever, and free from the question of continuous transportation through several States. And in that case the court was presented with the question, which it decided, whether any one engaged in a public business, in which all the public had a right to require his service, could be regulated by acts of the legislature in the exercise of this public function and public duty, so far as to limit the amount of charges that should be made for such services.

The railroad companies set up another defense, apart from denying the general right of the legislature to regulate transportation charges, namely, that in their charters from the States they each had a contract, express or implied, that they might regulate and establish their own fares and rates of transportation. These two questions were of primary importance; and though it is true that, as incidental or auxiliary to these, the question of the exclusive right of Congress to make such regulations of charges as any legislative power had the right to make, to the exclusion of the State, was presented, it received but little attention at the hands of the court, and was passed over with the remarks in the opinion of the court which have been cited.

The case of the *State Freight Tax* (15 Wall. 232), which was decided only four years before these cases, held an act of the legislature of Pennsylvania void, as being in conflict with the commerce clause of the Constitution of the United States, which levied a tax upon all freight carried through the State by any railroad company, or into it from any other State, or out of it into any other State; and valid as to all freight the carriage of which was begun and ended within the limits of the State, because the former was a regulation of inter-state commerce, and the latter was a commerce solely within the State, which it had a right to regulate. And the question now under consideration, whether these statutes were of a class which the legislatures of the States could enact in the absence of any act of Congress on the subject, was considered and decided in the negative.

It is impossible to see any distinction in its effect upon commerce of either class, between a statute which regulates the charges for transportation, and a statute which levies a tax for the benefit of the State upon the same transportation; and in fact the judgment of the court in the *State Freight Tax Case* rested upon the ground that the tax was always added to the cost of transportation, and thus was a tax in effect upon the privilege of carrying the goods through the State. It is also very difficult to believe that the court consciously intended to overrule the first of these cases without any reference to it in the opinion.

At the very next term of the court, after the delivery of these opinions, the case of *Hall v. De Cuir* (95 U. S. 485) was decided, in which the same point was considered in reference to a statute of the State of Louisiana which attempted to regulate the carriage of passengers upon railroads, steamboats and other public conveyances, and which provided that no regulations of any companies engaged in that business should make any discrimination on account of race or color. This statute by its terms was limited to persons engaged in that class of business within the State, as is the one now under consideration, and the case presented under the statute was that of a person of color who took passage from New Orleans for Hermitage, both places being within the limits of the State of Louisiana, and was refused accommodations in the general cabin on account of her color. In regard to this the court declared that, "for the purposes of this case we must treat the act of Louisiana of February 23, 1869, as requiring those engaged in inter-state commerce to give all persons traveling in that State, upon the public conveyances employed in such business, equal rights and privileges in all parts of the conveyance, without distinction or discrimination on account of race or color. * * * We have nothing whatever to do with it as a regulation of internal commerce, or as affecting anything else than commerce among the States."

And, speaking in reference to the right of the State in certain classes of inter-state commerce to pass laws regulating them, the opinion says:

"The line which separates the powers of the State from this exclusive power of Congress is not always distinctly marked, and oftentimes it is not easy to determine on which side a particular case belongs. Judges not unfrequently differ in their reasons for a decision in which they concur. Under such circumstances it would be a useless task to undertake to fix an arbitrary rule by which the line must, in all cases, be located. It is far better to leave a matter of such delicacy to be settled in each case upon a view of the particular rights involved. But we think it may safely be said that State legislation which seeks to impose a direct burden upon inter-state commerce, or to interfere directly with its freedom, does encroach upon the exclusive power of Congress. The statute now under consideration, in our opinion, occupies that position. It does not act upon the business through the local instruments to be employed after coming within the State, but directly upon the business as it comes into the State from without, or goes out from within. While it purports only to control the carrier when engaged within the State, it must necessarily influence his conduct to some extent

in the management of his business throughout his entire voyage.
 * * * It was to meet just such a case that the commercial clause in the Constitution was adopted. The river Mississippi passes through or along the borders of ten different States, and its tributaries reach many more. The commerce upon these waters is immense, and its regulation clearly a matter of national concern. If each State was at liberty to regulate the conduct of carriers while within its jurisdiction, the confusion likely to follow could not but be productive of great inconvenience and unnecessary hardship. Each State could provide for its own passengers and regulate the transportation of its own freight, regardless of the interests of others. Nay, more, it could prescribe rules by which the carrier must be governed within the State in respect to passengers and property brought from without. On one side of the river or its tributaries he might be required to observe one set of rules and on the other another. Commerce cannot flourish in the midst of such embarrassments."

The applicability of this language to the case now under consideration of a continuous transportation of goods from New York to Central Illinois, or from the latter to New York, is obvious, and it is not easy to see how any distinction can be made. Whatever may be the instrumentalities by which this transportation from the one point to the other is affected, it is but one voyage, as much so as that of the steamboat on the Mississippi River. It is not the railroads themselves that are regulated by this act of the Illinois legislature so much as the charge for transportation, and, in language just cited, if each one of the States through whose territories these goods are transported can fix its own rules for prices, for modes of transit, for times and modes of delivery, and all the other incidents of transportation to which the word "regulation" can be applied, it is readily seen that the embarrassments upon inter-state transportation, as an element of inter-state commerce, might be too oppressive to be submitted to. "It was," in the language of the court, cited above, "to meet just such a case that the commerce clause of the constitution was adopted."

It cannot be too strongly insisted upon that the right of continuous transportation from one end of the country to the other is essential in modern times to that freedom of commerce from the restraints which the States might choose to impose upon it, that the commerce clause was intended to secure. This clause, giving to Congress the power to regulate commerce among the States, and with foreign nations, as this court has said before, was among the most important of the subjects which prompted the formation of the constitution. *Cook v. Pennsylvania*, 97 U. S. 574; *Brown v. Maryland*, 12 Wheaton, 446. And it would be a very feeble and almost useless provision, but poorly adapted to secure the entire freedom of commerce among the States which was deemed essential to a more perfect union by the framers of the constitution, if at every stage of the transportation of goods and chattels through the country, the State within whose limits a part of this transportation must be done could impose regulations concerning the price, compensation, or taxation, or any other restrictive regulation interfering with and seriously embarrassing this commerce.

The argument on this subject can never be better stated than it is by Chief Justice Marshall in *Gibbons v. Ogden*, (9 Wheat. 195-6.) He there demonstrates that commerce among the States like commerce with foreign nations, is necessarily a commerce which crosses State lines and extends into the States, and the power of Congress to regulate it exists wherever that commerce is found. Speaking of navigation as an element of commerce, which it is, only as a means of transportation, now largely superseded by railroads, he says: "The power of Congress, then, comprehends navigation within the limits of every State in the Union, so far as that navigation may be, in any manner, connected with 'commerce with foreign nations, or among the several States, or with the Indian tribes.' It may, of consequence, pass the jurisdictional line of New York and act upon the very waters (the Hudson River) to which the prohibition now under consideration applies," (p. 197.) So the same power may pass the line of the State of Illinois and act upon its restriction upon the right of transportation extending over several States, including that one.

In the case of *Telegraph Co. v. Texas*, 105 U. S., 460, the court held that "a telegraph company occupies the same relation to commerce as a carrier of messages that a railroad company does as a carrier of goods," and that "both companies are instruments of commerce and their business is commerce itself." And relying upon the case of the *State Freight Tax*, (15 Wall. 232,) already referred to, the court said that a tax by the State of Texas upon *all* messages carried within its borders was forbidden by the commerce clause of the constitution, as being a tax upon commerce among the States; and observed that "the tax is the same on every message sent, and because it is sent without regard to the distance carried or the price charged. * * * Clearly, if a fixed tax for every two thousand pounds of freight carried is a tax on the freight, or for every measured ton of a vessel a tax on tonnage, or for every passenger carried a tax on the passenger, or for the sale of goods a tax on the goods, this must be a tax on the messages. As such, so far as it operates on private messages sent out of the State, it is a regulation of foreign and inter-state commerce and beyond the power of the State. That is fully established by the cases already cited.

In the case of *Welton v. Missouri*, 91 U. S., 275, it was said: "It will not be denied that that portion of commerce with foreign countries and between the States which consists in the transportation and exchange of commodities is of national importance, and admits and requires uniformity of regulation. The very object of investing this power in the general government was to insure this uniformity against discriminating State legislation."

And in *County of Mobile v. Kimball*, 102 U. S. 691, the same idea is very clearly stated in the following language: "Commerce with foreign countries and among the States, strictly considered, consists in intercourse and traffic, including in these terms navigation and the transportation and transit of persons and property, as well as the purchase, sale and exchange of commodities. For the regulation of commerce as thus defined there can be only one system of rules, applicable alike to the whole country, and the

authority which can act for the whole country can alone adopt such a system. Action upon it by separate States is not, therefore, permissible. Language affirming the exclusiveness of the grant of power over commerce as thus defined may not be inaccurate, when it would be so if applied to legislation upon subjects which are merely auxiliary to commerce."

In the case of *Gloucester Ferry Co. v. Pennsylvania*, 114 U. S. 204, decided two years ago, the court declared without dissent that "It needs no argument to show that the commerce with foreign nations and between the States, which consists in the transportation of persons and property between them, is a subject of national character and requires uniformity of regulation." And still later, in the case of *Pickard v. Pullman Southern Car Co.*, 117 U. S. 34, the whole subject is very fully re-examined; and a tax of the State of Tennessee upon sleeping cars of that company, which were used in carrying passengers through the State, and into it and out of it, was held void as a regulation of commerce among the States.

The case of *Stone v. The Farmers' Loan and Trust Co.*, (116 U. S. 307,) argued at the same term as the present, while it does not decide the latter, evidently does not support the construction placed by the Supreme Court of Illinois upon the case of *Munn v. Illinois*, and the other cases on which the court relies.

We must, therefore, hold that it is not, and never has been, the deliberate opinion of a majority of this court that a statute of a State which attempts to regulate the fares and charges by railroad companies within its limits, for a transportation which constitutes a part of commerce among the States, is a valid law.

Let us see precisely what is the degree of interference with transportation of property or persons from one State to another which this statute proposes. A citizen of New York has goods which he desires to have transported by the railroad companies from that city to the interior of the State of Illinois. A continuous line of rail over which a car loaded with these goods can be carried, and is carried habitually, connects the place of shipment with the place of delivery. He undertakes to make a contract with a person engaged in the carrying business at the end of this route from whence the goods are to start, and he is told by the carrier, "I am free to make a fair and reasonable contract for this carriage to the line of the State of Illinois, but when the car which carries these goods is to cross the line of that State, pursuing at the same time this continuous track, I am met by a law of Illinois which forbids me to make a free contract concerning this transportation within that State, and subjects me to certain rules by which I am to be governed as to the charges which the same railroad company in Illinois may make, or has made, with reference to other persons and other places of delivery." So that while that carrier might be willing to carry these goods from the city of New York to the city of Peoria at the rate of fifteen cents per hundred pounds, he is not permitted to do so because the Illinois railroad company has already charged at the rate of twenty-five cents per hundred pounds for carriage to Gilman, in Illinois, which is eighty-six miles shorter than the distance to Peoria.

So, also, in the present case, the owner of corn, the principal product of the country, desiring to transport it from Peoria, in Illinois, to New York, finds a railroad company willing to do this at the rate of fifteen cents per hundred pounds for a car-load, but is compelled to pay at the rate of twenty-five cents per hundred pounds, because the railroad company has received from a person residing at Gilman twenty-five cents per hundred pounds for the transportation of a car-load of the same class of freight over the same line of road from Gilman to New York. This is the result of the statute of Illinois, in its endeavor to prevent unjust discrimination, as construed by the Supreme Court of that State. The effect of it is that whatever may be the rate of transportation per mile charged by the railroad company from Gilman to Sheldon, a distance of twenty-three miles, in which the loading and the unloading of the freight is the largest expense incurred by the railroad company, the same rate per mile must be charged from Peoria to the city of New York.

The obvious injustice of such a rule as this, which railroad companies are by heavy penalties compelled to conform to, in regard to commerce among the States, when applied to transportation which includes Illinois in a long line of carriage through several States, shows the value of the constitutional provision which confides the power of regulating inter-state commerce to the Congress of the United States, whose enlarged view of the interests of all the States, and of the railroads concerned, better fits it to establish just and equitable rules.

Of the justice or propriety of the principle which lies at the foundation of the Illinois statute it is not the province of this court to speak. As restricted to a transportation which begins and ends within the limits of the State it may be very just and equitable, and it certainly is the province of the State legislature to determine that question. But when it is attempted to apply to transportation through an entire series of States a principle of this kind, and each one of the States shall attempt to establish its own rates of transportation, its own method to prevent discrimination in rates, or to permit it, the deleterious influences upon the freedom of commerce among the States and upon the transit of goods through those States cannot be over estimated. That this species of regulation is one which must be, if established at all, of a general and national character, and cannot be safely and wisely remitted to local rules and local regulations, we think is clear from what has already been said. And if it be a regulation of commerce, as we think we have demonstrated it is, and as the Illinois court concedes it to be, it must be of that national character, and the regulation can only appropriately exist by general rules and principles, which demand that it should be done by the Congress of the United States under the commerce clause of the Constitution.

The judgment of the Supreme Court of Illinois is therefore reversed, and the case remanded to that court for further proceedings in conformity with this opinion.

True copy.

Test:

JAMES H. McKENNEY,
Clerk Supreme Court U. S.

SUPREME COURT OF THE UNITED STATES.

 No. 11.—OCTOBER TERM, 1886.

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| The Wabash, St. Louis and Pacific Railway Company, Plaintiff in Error, <i>vs.</i> The People of the State of Illinois. | } | In error to the Supreme Court of the State of Illinois. |
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[October 25, 1886.]

Mr. Justice BRADLEY dissenting.

The Chief Justice, Mr. Justice Gray, and myself dissent from the opinion and judgment of the court in this case, and I am authorized to state the reasons upon which our dissent is founded.

The Wabash, St. Louis and Pacific Railway Company, an Illinois corporation, plaintiff in error, was sued by the State of Illinois to recover a penalty for the breach of its laws, passed "to prevent extortion and unjust discrimination in the rates charged for the transportation of passengers and freight on railroads in the State." The law sued on was originally passed in 1871, and revised in 1873, and the material portions of its most important section are in the following words, to-wit:

"If any such railroad corporation shall charge, collect, or receive for the transportation of any passenger or freight of any description, upon its railroad, for any distance, within this State, the same or a greater amount of toll or compensation than is at the same time charged, collected, or received for the transportation, in the same direction, of any passenger or like quantity of freight, of the same class, over a greater distance of the same railroad; * * * or if it shall charge, collect, or receive from any person or persons, for the use and transportation of any railroad car or cars upon its railroad, for any distance, the same or a greater amount of toll or compensation than it at the same time charged, collected, or received from any other person or persons, for the use and transportation of any railroad car of the same class or number, for a like purpose, being transported in the same direction, over a greater dis-

tance of the same railroad; * * * all such discriminating rates, charges, collections, or receipts, whether made directly or by means of remate, drawback, or other shift or evasion, shall be deemed and taken, against any such railroad corporation, as *prima facie* evidence of unjust discrimination, prohibited by the provisions of this act: * * * *Provided, however,* that nothing herein contained shall be so construed as to prevent railroad corporations from issuing commutation, excursion, or thousand-mile tickets, as the same are now issued by such corporations."

A penalty of not less than \$1,000 and not more than \$5,000 for the first offense is imposed for the violation of the law: and it was for this penalty that the company was sued in the Ford County Circuit Court.

The declaration alleged, in substance, that the company charged certain parties fifteen cents per hundred pounds for carrying a load of freight from Peoria, in the State of Illinois, to New York, 109 miles of the distance being in Illinois, whilst at the same time it charged certain other parties twenty-five cents per hundred pounds for carrying a like load of the same class of freight from Gilman, also in the State of Illinois, to New York, 23 miles of the distance being in Illinois, both places being on the line of the road. This allegation was substantially admitted, and judgment was finally rendered in favor of the State, and was sustained by the Supreme Court of the State, to which the present writ of error was directed.

The main point insisted on by the railway company in its defense was, that the law on which the action was founded is unconstitutional in its application to their case, as being a regulation of inter-state commerce. They also contended that a gross charge from Peoria or Gilman to New York was no evidence of any particular charge within the State of Illinois.

The construction given to the law by the Supreme Court of Illinois is to be received by us on a writ of error brought for the purpose of questioning its constitutionality. That construction is clearly exhibited in the following announcement of the opinion of that court when the case was brought before it a second time. The court says:

"We see no reason to depart from the conclusion reached in this case when it was here before. (See *People v. W., St. L. & P. Railroad Co.*, 104 Ill., 476.) But to avoid misapprehension we deem it desirable to state explicitly that we disclaim any idea that Illinois has authority to regulate commerce in any other State. We understand and simply hold that, in the absence of anything showing to the contrary, a single and entire contract to carry for a gross sum from Gilman, in this State, to the city of New York implies, necessarily, that that sum is charged proportionately for the carriage on every part of that distance; and that a single and entire contract to carry for a gross sum from Peoria, in this State, to the city of New York implies the same thing; and that, therefore, when it is shown that there is charged for carriage upon the same line less from Peoria to New York (the greater distance) than from Gilman to New York (the less distance), and nothing is shown to the effect that such inequality in charge is all for carriage entirely beyond

the limits of this State, a *prima facie* case is made out of unjust discrimination under our statute, occurring within this State. We hold that the excess in the charge for the less distance presumably affects every part of the line of carriage between Gilman and the State line proportionately with the balance of the line. The judgment is affirmed." (*Wabash, St. L. & P. R. R. Co. v. Illinois*, 105 Ill. 236.)

We have no doubt that this view of the presumed equal distribution of the charge to every part of the route is correct. If one-tenth, or any other proportion, of the whole route of transportation was in Illinois, the clear presumption is, if nothing be shown to the contrary (as nothing was shown), that the like proportion of the whole charge was made for the transportation in that State.

The principal question in this case, therefore, is whether, in the absence of Congressional legislation, a State legislature has the power to regulate the charges made by the railroads of the State for transporting goods and passengers to and from places within the State, when such goods or passengers are brought from or carried to points without the State, and are, therefore, in course of transportation from another State, or to another State. It is contended that as such transportation is commerce between or among different States, the power does not exist. The majority of the court so hold. We feel obliged to dissent from that opinion. We think that the State does not lose its power to regulate the charges of its own railroads in its own territory simply because the goods or persons transported have been brought from or are destined to a point beyond the State in another State.

The case before us is not embarrassed by any allegation of a contract between the State and the company; it is a question of the power to regulate, pure and simple. The State has never contracted away, or attempted to contract away, this power.

It is also unembarrassed by any federal legislation on the subject. No one disputes that Congress might, if it saw fit, under its power to regulate commerce among the several States, regulate the matter under consideration; but it has not done so. The question rests solely and entirely upon the power of the State, when unrestrained by any contract, or by any action of the legislative department of the United States. Does it follow, then, that because Congress has the power to regulate this matter (though it has not exercised that power), therefore the State is divested of all power of regulation? That is the question before us.

We had supposed that this question was concluded by the previous decisions of this court; that all local arrangements and regulations respecting highways, turnpikes, railroads, bridges, canals, ferries, dams and wharves within the State, their construction and repair, and the charges to be made for their use, though materially affecting commerce, both internal and external, and thereby incidentally operating to a certain extent as regulations of inter-state commerce, were within the power and jurisdiction of the several States. That is still our opinion.

It is almost a work of supererogation to refer to the cases. They are legion. A few only will be selected and referred to.

The first great case on the subject was that of *Wilson v. The Blackbird Creek Co.*, 2 Pet. 245, where the State of Delaware had authorized a dam in a navigable tide-water creek of that State communicating with Delaware Bay; and Chief Justice Marshall delivering the unanimous opinion of the court, said: "The value of the property on its banks must be enhanced by excluding the water from the marsh, and the health of the inhabitants probably improved. Measures calculated to produce these objects, provided they do not come into collision with the powers of the general government, are undoubtedly within those which are reserved to the States. But the measure authorized by this act stops a navigable creek, and must be supposed to abridge the rights of those who have been accustomed to use it. But this abridgment, unless it comes in conflict with the constitution or a law of the United States, is an affair between the government of Delaware and its citizens, of which this court can take no cognizance. The counsel for the plaintiff in error insists that it comes in conflict with the power of the United States 'to regulate commerce with foreign nations and among the several States.' If Congress had passed any act which bore upon the case, any act in execution of the power to regulate commerce, the object of which was to control State legislation over those small navigable creeks into which the tide flows, and which abound throughout the lower country of the Middle and Southern States, we should feel not much difficulty in saying that a State law coming in conflict with such act would be void. But Congress has passed no such act. The repugnancy of the law of Delaware to the constitution is placed entirely on its repugnancy to the power to regulate commerce with foreign nations and among the several States; a power which has not been so exercised as to affect the question. We do not think the act empowering the Blackbird Creek Marsh Company to place a dam across the creek can, under all the circumstances of the case, be considered as repugnant to the power to regulate commerce in its dormant state, or as being in conflict with any law passed on the subject.

This case was, in all things, affirmed by the later case of *Gilman v. City of Philadelphia*, 3 Wall. 713. The legislature of Pennsylvania authorized the city of Philadelphia to erect a permanent bridge across the Schuylkill River (a navigable water), at the foot of Chestnut street. It was sought to restrain the erection of this bridge on the same grounds which had been urged in the Blackbird Creek case; but the Circuit Court of the United States refused to interfere, and dismissed a bill for an injunction. The decision was sustained by this court, which held that it was for Congress to determine when its full power to regulate commerce should be brought into activity, and as to the regulations and sanctions which should be provided; and that, until the dormant power of the constitution is awakened and made effective by appropriate legislation, the reserved power of the States is plenary, and its exercise in good faith cannot be made the subject of review by this court.

These principles are reaffirmed in the still more recent case of *Escanaba Company v. Chicago*, 107 U. S. 678. In that case the authorities of Chicago, under the powers conferred upon them by the legislature of Illinois, regulated the times for opening and closing

the draws in the bridges crossing the Chicago River, so as to accommodate the local travel across them at certain times, and to allow the passage of vessels at others. This operated as a regulation of the commerce on the river, including inter-state and foreign, as well as domestic commerce. But there being no legislation of Congress to the contrary, this court held that the power was constitutionally exercised. Commerce was affected; commerce was even incidentally regulated; but the jurisdiction of the State, and of the city acting under State authority, was unhesitatingly recognized by the court. Mr. Justice Field, delivering the opinion of the court, said: "The Chicago River and its branches must, therefore, be deemed navigable waters of the United States, over which Congress under its commercial power may exercise control to the extent necessary to protect, preserve, and improve the free navigation. But the States have full power to regulate within their limits matters of internal police, including in that general designation whatever will promote the peace, comfort, convenience, and prosperity of the people. This power embraces the construction of roads, canals, and bridges, and the establishment of ferries, and it can generally be exercised more wisely by the States than by a distant authority. * * * Nowhere could the power to control the bridges in that city, their construction, form, and strength, and the size of their draws, and the manner and time of using them, be better vested than with the State, or the authority of the city upon whom it has devolved that duty. When its power is exercised, so as to unnecessarily obstruct the navigation of the river or its branches, Congress may interfere and remove the obstruction. * * * But until Congress acts on the subject, the power of the State over bridges across its navigable streams is plenary."

The doctrines announced in these cases apply not only to dams in, and bridges over navigable streams, but to all structures and appliances in a state which may incidentally interfere with commerce, or which may be erected or created for the furtherance of commerce, whether by water or by land. It is matter of common knowledge that from the beginning of the government, the States have exercised almost exclusive control over roads, bridges, ferries, wharves, and harbors. No one has doubted their right to do so. It is recognized in the great case of *Gibbons v. Ogden*, where Chief Justice Marshall, after enumerating some of the powers reserved to the State, says: "They form a portion of that immense mass of legislation, which embraces everything within the territory of a State, not surrendered to the general government; all which can be most advantageously exercised by the States themselves. Inspection laws, quarantine laws, health laws of every description, as well as laws for regulating the internal commerce of a State, and those which respect turnpike roads, ferries, &c., are component parts of this mass." And he adds, (what is very pertinent to this discussion): "No direct general power over these objects is granted to Congress; and, consequently, they remain subject to State legislation. If the legislative power of the Union can reach them, it must be for national purposes; it must be where the power is expressly given for a special purpose, or is clearly incidental to some power which is expressly given."

The case of *Transportation Co. v. Parkersburg* (107 U. S. 691) related to wharves. The city of Parkersburg had built certain wharves for the accommodation of vessels, principally steamboats, navigating the Ohio river. The Transportation Company being the owner of several steamboats plying on that river, complained of the wharfage charges as being extortionate and an unconstitutional interference with the commerce of the Ohio river. It was shown that the charges were imposed by authority derived from the State laws; and we held that until Congress interfered the charges for wharfage was a matter of State law, and of State jurisdiction. We then said: "Wharves, levees, and landing places are essential to commerce by water no less than a navigable channel and a clear river. But they are attached to the land; they are private property, real estate; and they are primarily, at least, subject to the local State laws. * * Until Congress has acted the courts of the United States cannot assume control over the subject as a matter of federal cognizance. It is Congress, and not the judicial department, to which the Constitution has given the power to regulate commerce with foreign nations and among the several States. The courts can never take the initiative on the subject."

There is a class of subjects, it is true, pertaining to inter-state and foreign commerce, which require general and uniform rules for the whole country, so as to obviate unjust discriminations against any part, and in respect of which local regulations made by the States would be repugnant to the power vested in Congress, and therefore unconstitutional; but there are other subjects of local character and interest which not only admit of, but are generally best regulated by, State authority. This distinction is pointed out and enforced in the case of *Cooley v. The Port Wardens of Philadelphia*, (11 How. 299.) In that case it was held that the pilotage regulations of the different ports of the country belong to the latter class, and are susceptible of State regulation. This case has been approved in several subsequent decisions. *Gilman v. Philadelphia*, *ubi supra*; *Crandall v. Nevada*, 6 Wall. 35, 42; *Ex parte McNeill*, 13 Wall. 236; *Osborne v. Mobile*, 16 Wall. 482; *R. R. Co. v. Fuller*, 17 Wall. 569; *The Lottawanna*, 21 Wall. 581, 582; *Packet Co. v. Keokuk*, 95 U. S. 88; *Pound v. Turk*, *ib.* 462; *Hall v. De Cuir*, *ib.* 488; *Wilson v. McNamee*, 102 U. S. 575; *Mobile v. Kimball*, *ib.* 698; *Packet Co. v. Catlettsburg*, 105 U. S. 562.

It is hardly necessary to argue that, in reference to this rule, railroads, canals, turnpikes, bridges, ferries and wharves belong to the category of local subjects, local means and local aids of commercial intercourse. Congress may establish national roads, canals and bridges, it is true, but we speak of those (hitherto the most part) which are constructed and established under State authority, and in reference to these, it seems to us very clear that in the absence of congressional legislation to the contrary, they are not only susceptible of State regulation but properly amenable to it, irrespective of other considerations to which we shall refer.

The highways in a State are the highways of the State. Convenient ways and means of inter-communication are the first evidence of the civilization of a people. The highways of a country are not of private but of public institution and regulation. In modern times

it is true government is in the habit, in some countries, of letting out the construction of important highways, requiring a large expenditure of capital, to agents, generally corporate bodies created for the purpose, and giving to them the right of taxing those who travel or transport goods thereon, as a means of obtaining compensation for their outlay. But a superintending power over the highways and the charges imposed upon the public for their use always remains in government. This is not only its indefeasible right, but is necessary for the protection of the people against extortion and abuse. These positions we deem to be incontrovertible. Indeed they are adjudged law in the decisions of this court. Railroads and railroad corporations are in this category.

Now, since every railroad may be, and generally is, a medium of transportation for inter-state commerce, and affects that commerce, and since the charges of fare and freight for such transportation affect and incidentally regulate that commerce; and since the railroad could not be built, and the charges upon it could not be exacted without authority from the State, it follows as a necessary consequence that the State, in the exercise of its undoubted functions and sovereignty, does, in the establishment and regulation of railroads, to a certain and very material extent, not only do that which affects but incidentally regulates commerce. It does so by the very act of authorizing the construction of railroads and the collection of fares and freights thereon. No one doubts its powers to do this. The very being of the plaintiffs in error, the very existence of their railroad, the very power they exercise of charging fare and freights, are all derived from the State. And yet according to the argument of the plaintiffs in error, pursued to its legitimate consequences, the act of the State in doing all this ought to be regarded as null and void because it operates as a regulation of commerce among the States. Not only does the right to charge fares and freights at all come to a railroad company from the grant of the State, but the amount of such charges is also regulated by the State law, either by the charter of the company or by legislative regulations, or by the general law that the charges shall be reasonable, and that is State law and not United States laws. Where else but from the laws of the State does the railroad company get its right to charge any fares or freights at all? And since its being, its franchises, its powers, its road, its right to charge, all come from the State, and are the creation of State law, how can it be contended that the State has no power of regulation over those charges, and over the conduct of the company in the transaction of its business while acting within the State and using its railroad lying within the bounds of the State? *Omne majus continet in se minus*. If the State created the company and its franchises, it surely may make regulations as to the manner of using them.

It is evident from what has been said, that the dealing of a State with a railroad corporation of its own creation, in authorizing the construction and maintenance of its road and the charge of fares and freights thereon, is, in its purpose, a matter entirely aside from that kind of regulation of commerce which is obnoxious to the provisions of the constitution. There is not a particle of doubt that it was the right of the State to prescribe the route of the plaintiff's

road—it might be in a direction north and south, or east and west, it might be by one town, or by a different town; it was its right to prescribe how the road should be built, what means of locomotion should be used on it, how fast the trains might run, at what stations they should stop. It was its right to prescribe its charges, and to declare that they should be uniform, or, if not uniform, how otherwise; this certainly was the right of the State at the inception of the charter, and every one of these things would most materially affect commerce, not only internal but external; and yet not one of them would be repugnant to the power of Congress to regulate commerce within the meaning of the constitution.

Suppose the original charter of the railroad company in this case had contained precisely the provision against discriminating charges which is contained in the general law now complained of, could the company disregard the conditions of its charter, and defy the authority of the State? We think it clear that it could not. But if the State had the power to impose such a condition in the original charter it must have the same power at any time afterwards; for the exercise of the power in the original grant would be just as repugnant to the constitution, and no more, as the exercise of it at a subsequent period. The regulation of charges is just as unconstitutional in a charter as in a general law.

To sum up the matter in a word: we hold it to be a sound proposition of law, that the making of railroads and regulating the charges for their use is not such a regulation of commerce as to be in the remotest degree repugnant to any power given to Congress by the constitution, so long as that power is dormant, and has not been exercised by Congress. They affect commerce, they incidentally regulate it; but they are acts in relation to the subject which the State has a perfect right to do, subject, always, to the controlling power of Congress over the regulation of commerce when Congress sees fit to act.

It is only for the sake of convenience that the State lets out its railroads to private corporations. It might construct them itself. Suppose it had done so in this case: could not the State have instituted such rates of freight and fare as it pleased? Certainly it could. It might have made them uniform, as the present law requires them to be, or it might have made them discriminative between different places, and no one could have called it to account. Instructions in the form of laws, or in the form of orders made by a State board, might have been given to the superintendents of the road, acting in behalf of the State, to adopt the one course or the other. Could the agents of the State, acting under such instructions, have been interfered with by the judicial department on the ground of unconstitutionality? Certainly not; certainly not, unless discriminations were made to the prejudice of the citizens of other States, or of the products of other States.

The State of New York built and owns the Erie canal. Did any court ever attempt to control that State in its regulation of tolls on the canal, even though made for the purpose of affecting the relative movement of goods on the canal and the railroads of the State? We presume that no such attempt was ever made, or would be successful if made.

It is true, and this we concede, that if the laws of a State discriminate adversely to the citizens or products of other States, whether the railroads belong to the State or to private corporations, the courts might interfere on the ground of the repugnancy of such regulations to that freedom of commerce which Congress by its non-action on the subject has indicated shall exist. This has been frequently decided. (*Welton v. Missouri*, 91 U. S. 282; *Brown v. Houston*, 114 U. S. 622, 631, and cases there cited.) But no such discrimination is made by the law in question.

We also concede that any taxes, duties or impositions upon interstate commerce (that is, upon the commerce itself), carried on over the railroads of the State, would interfere with the freedom of such commerce, and would be repugnant to the presumed intention of Congress. This has frequently been decided. (*Crandall v. Nevada*, 6 Wall. 35; *State Freight Tax Cases*, 15 Wall. 232; *Coe v. Erroll*, 116 U. S. 517; and the authorities cited in the latter case.) But the present is not a case of that kind, and has no semblance of likeness to it. All such discriminations, taxes, duties and impositions are direct regulations and burdens upon the commerce itself, and come fairly within the exclusive prerogatives of Congress.

The distinctions between such burdens and charges for service rendered is well explained in the case of *The Gloucester Ferry Co. v. Pennsylvania*, 114 U. S. 196, 217, where Mr. Justice Field, delivering the unanimous opinion of the court in relation to ferries, says: "It is true that from the earliest period in the history of the government the States have authorized and regulated ferries, not only over waters entirely within their limits, but over waters separating them; and it may be conceded that in many respects the States can more advantageously manage such inter-state ferries than the general government, and that the privilege of keeping a ferry, with a right to take toll for passengers and freight, is a franchise grantable by the State, to be exercised within such limits and under such regulations as may be required for the safety, comfort and convenience of the public. Still, the fact remains that such a ferry is a means, and a necessary means, of commercial intercourse between the States bordering on their dividing waters, and it must, therefore, be conducted without the imposition by the States of taxes or other burdens upon the commerce between them. Freedom from such impositions does not, of course, imply exemption from reasonable charges as compensation for the carriage of persons, in the way of tolls or fares, or from the ordinary taxation to which other property is subjected, any more than like freedom of transportation on land implies such exemption. Reasonable charges for the use of property, either on water or land, are not an interference with the freedom of transportation between the States secured under the commercial power of Congress. * * * That freedom implies exemption from other charges than such as are imposed by way of compensation for the use of the property employed, or for the facilities afforded for its use, or as ordinary taxes upon the value of property."

This subject in many of its aspects was considered by this court in the case of *Baltimore and Ohio R. R. Co. v. Maryland*, 21 Wall. 456. In that case, in a charter for constructing and operat-

ing a railroad from Baltimore to Washington, authority was given to the company to charge two dollars and a half for each passenger, and it was stipulated that the company should pay to the State one-fifth of the whole amount received for the transportation of passengers on the road. The company sued for a return of the sums paid on this account, as being enacted by an unconstitutional law. It was insisted that the reservation was equivalent to the imposition of a tax on passengers, and therefore a restriction of free intercourse and traffic between different States—much of the travel being that of passengers coming from or going to other States. The argument that the reservation of one-fifth of the passage necessitated an increased charge upon the passenger was met by this court as follows: “Had the State built the road in question, it might to this day have charged two dollars and fifty cents for carrying a passenger between Baltimore and Washington. So might the railroad company, under authority from the State, if it saw fit to do so. This unlimited right of the State to charge, or to authorize others to charge, toll, freight or fare for transportation on its roads, canals and railroads, arises from the simple fact that they are its own works, or constructed under its authority. It gives them being. It has a right to exact compensation for their use. It has a discretion as to the amount of that compensation. That discretion is a legislative, a sovereign discretion, and in its very nature is unrestricted and uncontrolled. * * * The exercise of this power on the part of a State is very different from the imposition of a tax or duty upon the movements or operations of commerce between the States. Such an imposition, whether relating to persons or goods, we have decided the States cannot make, because it would be a regulation of commerce between the States in a matter in which uniformity is essential to the rights of all, and therefore requiring the exclusive legislation of Congress. (*Crandall v. Nevada*, 6 Wall. 42; *State Freight Tax Cases*, 16 ib. 232, 279.) It is a tax because of the transportation, and is, therefore, virtually a tax on the transportation, and not in any sense a compensation therefor, or for the franchise enjoyed by the corporation that performs it. * * * The question is practically reduced to this: What amounts to a regulation of commerce between the States? This is often difficult to determine. In view, however, of the very plenary powers which a State has always been conceded to have over its own territory, its highways, its franchises, and its corporations, we cannot regard the stipulation in question as amounting to either of these unconstitutional acts. It is not within the category of such acts. It may incidentally affect transportation, it is true; but so does every burden or tax imposed on corporations or persons engaged in that business. Such burdens, however, are imposed *diverso intuitu*, and in the exercise of an undoubted power.”

But it is needless to multiply citations which establish or recognize the principles which govern the present case. The very point in question has been already expressly decided by this court. We refer to the case of *Peik v. The Chicago and Northwestern Railway Company*, 94 U. S. 164. That was a bill filed by the bondholders of the company to restrain the Railroad Commissioners of Wisconsin from enforcing a law of that State limiting the rate of charges for transporting passengers and freights on the railroads of the

State. The bill, amongst other things, complained that the classes of freight established by section 3 of the act were different from those established by the laws of Illinois, Iowa, and Minnesota for the transportation of freight upon the railroads of the same company in those States, and rendered it practically impossible to carry on the business of transporting freight from Wisconsin to either of those States; and that the 18th section (limiting the rates) was a regulation of inter-state commerce. The act excepted from its operation the case of freight or passengers carried from one State to another State entirely through or across the State of Wisconsin. It did operate on freight and passengers carried from another State to any point within the State of Wisconsin, or from any such point to another State. The Chief Justice, in delivering the opinion of the court, states the precise question to be decided, as follows: "These suits present the single question of the power of the legislature of Wisconsin to provide by law for a maximum of charge by the Chicago and Northwestern Railway Company for fare and freight upon the transportation of persons and property carried within the State, or taken up outside the State and brought within it, or taken up inside and carried without." He then, after disposing of certain other questions relating to the consolidation of the company with an Illinois company, disposes of the main question as follows: "As to the effect of the statute as a regulation of inter-state commerce. The law is confined to State commerce, or such inter-state commerce as directly affects the people of Wisconsin. Until Congress acts in reference to the relations of this company to inter-state commerce, it is certainly within the power of Wisconsin to regulate its fares, &c., so far as they are of domestic concern. With the people of Wisconsin this company has domestic relations. Incidentally, these may reach beyond the State. But certainly until Congress undertakes to legislate for those who are without the State, Wisconsin may provide for those within, even though it may indirectly affect those without." The law was sustained, and the bill of complaint was dismissed.

We do not see how this case can be distinguished from that now under consideration. The fact that in Peik's case there was a classification of freights and a limitation of charges, and in the present case a prohibition of discrimination in the charges, is a distinction without a difference. The opinion is brief, it is true, but all the principles involved in it were so fully discussed in the cases immediately preceding, beginning with that of *Munn v. Illinois*, that no extended discussion of Peik's case was deemed necessary. All the justices who concurred in the opinion were entirely satisfied with it. The cases were all argued at the same time, or in reference to each other, and were considered together. But there stands the judgment of the court, and, in our apprehension, the judgment in the present case is directly opposed to it.

We have omitted to cite a number of cases corroborating the views we have expressed. The case of *Taxes on Railroad Gross Receipts*, 15 Wall. 284, is weighted with arguments and considerations in this direction. We would also refer to the cases of *Osborne v. Mobile*, 16 Wall. 422; *Railroad Co. v. Fuller*, 17 Wall. 560; *Railroad Commission Cases*, 116 U. S. 307, 334, 335.

It is supposed that the decision in *Hall v. DeCuir* (95 U. S. 485.) supports the contention of the plaintiffs in error. We think not. What was that case? A statute of Louisiana, as construed by its courts, prohibited those engaged in the business of carrying passengers, in that State, (including those engaged in inter-state commerce) from making any discrimination on account of race or color in the use of the accommodations of their conveyances—a direct regulation of commerce, and within the reason of the tax cases before referred to. A steamer which regularly plied between New Orleans and Vicksburg had a cabin specially set apart for white persons, and De Cuir, a colored person, being refused admission to that cabin sued for damages. We held that the law (as above suggested) was a direct regulation of commerce and a burden upon it. It compelled the steamboat proprietor to place colored persons traveling from one place to another in Louisiana, in the cabin set apart for white persons, many of whom were bound to another State, and therefore in its operation was a regulation of inter-state commerce. It was against the rule that, in the absence of action by Congress, commerce must remain free and untrammelled. By that rule the proprietor of the vessel was at liberty to adopt such reasonable rules and regulations for the disposition and comfort of passengers upon his boat, while pursuing its voyage, as seemed to him most for the interest of all concerned. The statute took away from him this power so long as he was within Louisiana. We especially distinguished the case from those of *Munn v. Illinois*, *Peik v. R. R. Co.*, and the cognate cases, as belonging to a different category, and governed by different considerations; and the difference between them seems to us very apparent.

The Chief Justice, in delivering the opinion of the court, said: "There can be no doubt but that exclusive power has been conferred upon Congress in respect to the regulation of commerce among the several States. The difficulty has never been as to the existence of this power, but as to what is to be deemed an encroachment upon it; for, as has been often said, 'legislation may in a great variety of ways affect commerce and persons engaged in it without constituting a regulation of it within the meaning of the constitution.' (*Sherlock v. Alling*, 93 U. S. 103; *State Tax on Railway Gross Receipts*, 15 Wall. 284.) Thus, in *Munn v. Illinois*, (94 U. S. 113), it was decided that a State might regulate the charges of public warehouses, and, in *Chicago, B. & Quincy R. Co. v. Iowa*, (ib. 155), of railroads situate entirely within the State, even though those engaged in commerce among the States might sometimes use the warehouses or the railroads in the prosecution of their business." After referring to the cases of dams and bridges over navigable waters, and of turnpikes and ferries, the Chief Justice continued: "By such statutes the States regulate, as a matter of domestic concern, the instruments of commerce situated wholly within their own jurisdictions, and over which they have exclusive governmental control, except when employed in inter-state commerce. As they can only be used in the State, their regulation for all purposes may properly be assumed by the State, until Congress acts in reference to their foreign or inter-state relations. When Congress does act, the State laws are superseded only to the extent that they affect

commerce outside the State as it comes within the State." He then added: "But we think it may safely be said that State legislation which seeks to impose a direct burden upon inter-state commerce, or to interfere directly with its freedom, does encroach upon the exclusive power of Congress. The statute now under consideration, in our opinion, occupies that position. It does not act upon the business through the local instruments to be employed after coming within the State, but directly upon the business as it comes into the State from without, or goes out from within." The distinction here taken seems to us sound and to distinguish the present case from that of *De Cuir*. In the *Peik* case, and others of like character, the State regulated the charges made upon an instrument of commerce (a railroad), situated within the State and under its jurisdiction—such charges being made by virtue of the State's authority; in the *De Cuir* case it attempted, as the law operated, to regulate the manner of carrying passengers on an instrument of commerce having no fixed location, but plying on navigable waters within and without the State; in other words, it attempted to regulate inter-state commerce itself, directly, in a matter in which it had no special prerogative to legislate.

Other cases are referred to by the plaintiffs in error in support of their contention; but we think that no case can be found which is not clearly distinguishable from the present on some or one of the grounds already referred to.

The inconveniences which it has been supposed in argument would follow from the execution of the laws of Illinois, we think have been greatly exaggerated. But if it should be found to present any real difficulty in the modes of transacting business on through lines, it is always in the power of Congress to make such reasonable regulations as the interests of inter-state commerce may demand, without denuding the States of their just powers over their own roads and their own corporations.







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